



**Santa Cruz County Regional
Transportation Commission's
BICYCLE ADVISORY COMMITTEE**

AGENDA

Monday, December 12, 2016

6:00 pm to 8:30 pm

**RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060**

COMMITTEE MEMBERSHIP

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Grace Voss	Kem Akol	District 1
David Casterson, Vice -Chair	Jim Cook	District 2
Peter Scott	Will Menchine	District 3
Vacant	Vacant	District 4
Rick Hyman	Vacant	District 5
Andy Ward	Daniel Kostelec	City of Capitola
Amelia Conlen, Chair	Melissa Ott	City of Santa Cruz
Lex Rau	Gary Milburn	City of Scotts Valley
Murray Fontes	Vacant	City of Watsonville
Emily Gomez	Piet Canin	Ecology Action
Leo Jed	Jim Langley	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business

1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Accept draft minutes of the August 8, 2016 Bicycle Advisory Committee meeting (pages 4-6)
7. Accept summary of Hazard Reports (pages 7-8)
8. Accept Bicycle Advisory Committee roster (page 9)
9. Accept 2017 Draft Meeting Schedule (page 10)

REGULAR AGENDA

10. Unified Corridor Investment Study - Draft Goals, Performance Measures and Projects for Scenario Analysis – Ginger Dykaar and Grace Blakeslee, RTC Transportation Planners (pages 11-17)
11. Draft “What Pedestrians and Bicyclists Want Each Other to Know” - Grace Blakeslee, RTC Transportation Planner (pages 18-20)
12. Transportation Development Act Claim from the City of Santa Cruz – City of Santa Cruz staff (pages 21- 35)
13. Coastal Rail Trail/Monterey Bay Sanctuary Scenic Trail Network Update – Cory Caletti, RTC Senior Transportation Planner, City of Santa Cruz staff (excerpts from materials to be presented to the December 13, 2016 City of Santa Cruz Council are included as pages 36-40) and City of Watsonville staff
14. 2017 State and Federal Legislative Programs – Rachel Moriconi, RTC Senior Transportation Planner (pages 41- 45)
15. 2016 Measure D Transportation Improvement Program Update (as presented at the December 8th, 2016 RTC meeting) – Karena Pushnik, Senior Transportation Planner (pages 46-53)
16. Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing – Cory Caletti, RTC Senior Transportation Planner (pages 55-57)
17. Updates related to Committee functions
18. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 13, 2017 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060*

phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

TITLE VI NOTICE

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

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**Santa Cruz County Regional
Transportation Commission's
BICYCLE ADVISORY COMMITTEE**

Minutes

**Monday, August 8, 2016
6:00 p.m. to 8:30 pm**

**RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060**

1. Call to Order: 6:05 pm
2. Introductions

Members Present:

Grace Voss, District 1
Kem Akol, District 1 (Alt.)
David Casterson, District 2, Vice-Chair
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Amelia Conlen, District 4, Chair
Lex Rau, City of Scotts Valley
Andy Ward, City of Capitola
Emily Gomez, Ecology Action/Bike to Work
Leo Jed, CTSC

Guests:

Murray Fontes, City of Watsonville
Scott Hamby, City of Scotts Valley
Jessica Kahn, City of Scotts Valley
Claire Fliesler, City of Santa Cruz
John Mills, RTC E&D TAC

Unexcused Absences:

Excused Absences:

Jim Cook, District 2 (Alt.)
Rick Hyman, District 5
Gary Milburn, City of Scotts Valley (Alt.)
Melissa Ott, City of Santa Cruz
Piet Canin, Ecology Action/Bike-to-Work (Alt.)
Daniel Kostelec, City of Capitola (Alt.)
Jim Langley, CTSC (Alt.)

Vacancies:

City of Santa Cruz – Alternate
District 4 and 5 – Alternates
City of Watsonville – Voting and Alternate

Staff:

Cory Caletti, Sr Transportation Planner
Rachel Moriconi, Sr Transportation Planner

3. Announcements – Cory Caletti announced that request for proposals (RFP) was released for preliminary design and environmental work for the Mar Vista Drive bicycle and pedestrian crossing. Proposals are due Thursday, August 11th.
4. Oral communications – Amelia Conlen announced that she accepted a position with the City of Santa Cruz as the Transportation Coordinator. She will continue serving on the Committee as Chair. Kem Akol requested that an item be agendaized related to naming a future bridge in honor of former Committee member and long-time City of Santa Cruz Public Works Director Bill Fieberling who recently passed away. John Mills, a member of the Elderly & Disabled

Transportation Advisory Committee, commented on the draft brochure about what bicyclists and pedestrians want one another to know, suggested wording revisions, and encouraged committee members to provide input on the brochure. Staff reminded members that the draft brochure was reviewed at a previous meeting and that the item may be brought back to the committee should significant revisions be considered. A discussion followed about local ordinances related to riding on sidewalks. Cory Caletti indicated that a summary of said ordinances has been compiled and is available on the RTC's website and that she will also email members a link to that site.

5. Additions or deletions to consent and regular agendas – None.

CONSENT AGENDA

A motion (Ward/Scott) was made to approve the consent agenda. The motion passed unanimously with members Voss, Casterson, Scott, Conlen, Rau, Ward, and Gomez voting in favor. No votes were cast in opposition.

6. Accepted final minutes of the April 11, 2016 Bicycle Advisory Committee meeting
7. Approved draft minutes of the June 6, 2016 Bicycle Advisory Committee meeting
8. Accepted summary of Hazard Reports

REGULAR AGENDA

9. 2016 Surface Transportation Block Grant Program (STBG) Recommendations – Rachel Moriconi, RTC Senior Transportation Planner, summarized the staff report, which included a list of projects for which applications were submitted, criteria used to evaluate project applications, and preliminary staff recommendations. A handout, submitted by Rick Hyman regarding the City of Santa Cruz's proposed sidewalk project on Pacific Avenue, was distributed. Scott Hamby of the City of Scotts Valley summarized the Glen Canyon/Green Hills Road project and thanked staff for the funding recommendation. Murray Fontes, Principle Engineer for the City of Watsonville summarized the two City projects submitted for funding consideration. Claire Fliesler of the City of Santa Cruz provided a summary of her agency's projects and added that the City of Santa Cruz would be able to contribute a greater match to the Pacific Avenue project, reducing the minimum STBG funds needed to \$240,000. After questions, voices of support for projects recommended and for a few not recommended, and some discussion, **a motion was unanimously approved (Scott/Casterson) to recommend the RTC adopt the staff recommendation with the additional recommendation that the City of Santa Cruz's Pacific Avenue sidewalk project be funded at a \$240K level.**
10. 2016 Transportation Improvement Plan Ballot Measure Update – Rachel Moriconi, RTC Senior Transportation Planner, updated members on the transportation sales tax measure that has been placed on the November ballot. She highlighted the changes in the funding allocations and conditions made since the Committee received a presentation in April. A campaign committee has been established and RTC staff is only providing information, as available and requested. Discussion included local agency distribution formulas approved by the RTC at its May 2016 meeting and the ability to utilize local funds as match to secure grants.
11. Coastal Rail Trail/Monterey Bay Sanctuary Scenic Trail Network Update – Cory Caletti, RTC Senior Transportation Planner/Trail Program Manager, provided the following updates:

- The Land Trust of Santa Cruz County provided funding for an analysis of the San Lorenzo River pedestrian crossing and feasibility of widening the existing 4' wide pathway to a 9'-10' multi-use facility. Widening was deemed feasible at a considerably lower cost than the Master Plan's proposal for a new separated bike/pedestrian crossing at that location.
- The City of Santa Cruz partnered with the County to submit an Active Transportation Program (ATP) grant application for the design and environmental services for the Rail Trail from the Wharf Roundabout to 17th Ave. Estimated cost of services for design and environmental services is \$4.7M with \$3.2M requested from ATP and a \$1.5M local match provided by the Land Trust of Santa Cruz County. Grant awards will be announced at the end of this year with fund availability/programming in fiscal years 19/20 and 20/21.
- A width constraint at the New Leaf parking lot at Fair Street has been resolved enabling the City of Santa Cruz's current trail project (from Natural Bridges Drive to the Wharf) to be on the coastal side of the track throughout its length.
- City Arts Santa Cruz/the Santa Cruz Arts Commission have begun planning for public art along the City's portion of the rail trail. The first public brainstorming meeting for an Art Master Plan will be held Thursday, August 11 6:00pm-7:30pm in the Swift St. Courtyard in front of Kelly's French Bakery. At this meeting local artists are invited to help us identify themes, key opportunities and public art projects. Art will be installed as projects are implemented and funding becomes available.
- The North Coast rail trail project received a significant boost. An additional 2 miles of the trail, bringing the trail all the way to Davenport, received preliminary design and environmental clearance funding. This will bring the project to a shovel-ready state and will realize economies of scale by being combined with the current Wilder to Yellowbank beach project. Construction funding however is not yet secured for the 2-mile portion. It is hoped that by the 2018 construction year for the Wilder to Yellowbank beach portion, construction funding will be secured so that the 7-mile project can be built in its entirety. The \$1M cost for preliminary design and environmental work was provided by the Land Trust of Santa Cruz (\$700K) and the RTC (\$300K).
- The City of Watsonville's trail project is making progress with geotechnical work completed and coordination with the California Public Utilities Commission continuing.

A motion was made (Casterson/Voss) to present the Land Trust of Santa Cruz County with a certificate of appreciation for the organization's commitment to rail trail implementation and unprecedented funding contribution.

12. Updates related to Committee functions – Lex Rau indicated his pleasure at the City of Scotts Valley's Green Hill Road application and reported signal light problems on Spring Hills Road. Grace Voss announced that the Santa Cruz Cycling Club is offering a \$100 reward for information leading to the location of a stolen porta-potty which was rented for a recent century ride.

13. Adjourned – 7:30 p.m.

NEXT MEETING: The next Bicycle Committee meeting is scheduled one week later than usual, **Monday, October 17, 2016**, from 6:00 pm to 8:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:
Cory Caletti, Senior Transportation Planner

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December 12, 2016
Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response
11/23/16	Cathy	Judd	cjudd1@comcast.net	Highway 9		Felton	debris on shoulder or bikeway	fallen tree partially blocking sb lane of highway 9 approx. 3-4 miles from downtown felton. Cyclists forced into vehicle lane of travel. If drivers encounter cyclists they are forced to cross center line into oncoming traffic	Tom Barnett Caltrans	11/23/16	From Tom - We will check the area in question and remove the hazard - 11/23/16
11/19/16	Pam	Larwood	pamlarwood@gmail.com	Trout Gulch Rd		Santa Cruz County	debris on shoulder or bikeway, other	rider states Large redwood tree has fallen and is blocking most of the road, hanging off of the hillside, potential for landslide and road wash out	General Dept of Co of SC	11/21/16	From Christine Berge - Public Works Road Crew went out to 4400 Trout Gulch Road, in Aptos and found no road Hazards. Perhaps the property owners near that location already took care of the issue - 11/22/16
11/10/16	Jacob	Pierce	chewyjake@gmail.com	Walnut Ave		Santa Cruz	debris on shoulder or bikeway	rider states TONS of broken glass in alley btwn walnut ave and farmer's market parking lot. On side of alley close to walnut ave and on other side of alley closer to planned parenthood	Amelia Conlen	11/10/16	From Amelia - this report has been forwarded to our street sweeping team - 11/10/16
11/10/16	Jacob	Pierce	chewyjake@gmail.com	Broadway		Santa Cruz	not supplied	rider states broken glass in bike lane next to sever 11 parking lot	Amelia Conlen	11/10/16	From Amelia - this report has been forwarded to our Street Sweeping team - 11/10/16
11/10/16	Jacob	Pierce	chewyjake@gmail.com	Ocean St		Santa Cruz	debris on shoulder or bikeway	rider states more broken glass along shoulder of 405 ocean st	Amelia Conlen	11/10/16	From Amelia - this report has been forwarded to our street sweeping team - 11/10/16
11/10/16	Jacob	Pierce	chewyjake@gmail.com	Ocean St		Santa Cruz	not supplied	rider states more broken glass in bike lane and on sidewalk in front of 363 ocean st	Amelia Conlen	11/10/16	From Amelia - this report has been forwarded to our Street Sweeping team - 11/10/16
11/07/16	Eric	Marlatt	emarlatt84@gmail.com	Soquel Ave	Rodeo Gulch Rd Hwy 1	Santa Cruz County	plant overgrowth or interference	rider states the real hot spots are across from West Marine, as well as stretch between 17th Avenue and the Southbound on ramp to Highway 1. Forces cyclists into fast moving traffic to avoid the vegetation.	General Dept of Co of SC	11/07/16	From Christine Berge - I have forward your email onto our maintenance yard where they will write a service request - 11/07/16
10/30/16	Rick	Hyman	bikerick@att.net	Soquel Ave	Ocean St	Santa Cruz	traffic signal problem	rider states left turn traffic signal from soquel ave eb onto ocean st nb does not change to green for cyclists	Amelia Conlen	10/31/16	From Amelia - Thanks for this report, we will look into it and address the issue 11/01/16 We've expanded the area captured by the traffic cameras to go all the way up to the crosswalk - there was a small gap that may have been causing the problem. The problem should be solved, let me know if it happens again - 11/30/16
10/20/16	Cathy	Judd	cjudd1@comcast.net	Hwy 236		Boulder Creek	debris on shoulder or bikeway	hwy 236 approx. 1 mile from hwy 9 rocks on should of roadway. Very dangerous for cyclist traveling sb especially during peak travel times.	General Dept of Co of SC, Tom Barnett	10/20/16	From Tom Barnett - We will check this out and make the needed clean up - 10/20/16
10/19/16	Theresia	Rogerson	theresia.rogerson@santacruzcounty.us	Mt. Hermon Rd		Felton to Scotts Valley	debris on shoulder or bikeway, bikeway not clearly marked, construction hazard	rider states debris accumulated in bikeway along mt. hermon after last storm. Electronic sign and traffic cones blocking bike lane @ conference dr. no signs and pavement markings from felton to bridge over e. zayante indicating bike lane. Entering scotts valley pavement markings have been ground out and only bike route signs exist	General Dept of Co of SC, Trish McGrath, Frank Alvarez	10/20/16	From Trish - We are in the middle of a slurry seal project on Mt. Hermon Road. The second phase of the project is scheduled for this weekend, 10/22-23/16. All lines/stripping will be painted approximately one week after that. The electric sign will be removed after the project is completed, including stripping - 10/20/19 From Christine Berge - Thank you for following up on this e-mail as it never made it all the way into the DPW mail box. Now that I have it I have already forward it onto our maintenance yard where they will write a service request for the area - 11/07/16
09/27/16	John	Alexander	abestates@hotmail.com	Ranport Rd	Airport Rd Buena Vista Dr	Watsonville	plant overgrowth or interference	rider states bike lane on ranport rd btwn airport rd and buena vista dr is overgrown in places. I have to pull into road to get around branches.	General Dept. of Co of SC	09/27/16	
09/22/16	Celia	Petersen Brown	flowerdog@cruzio.com	May Ave	Coulson Ave	Santa Cruz	rough pavement, pavement cracks	rider states void in street paving at corner of may and coulson about two feet from sidewalk	Amelia Conlen	09/22/16	From Amelia - Could you send your crews out to patch the pavement at the corner of May Ave. and Coulson St.? The closest address is 208 Coulson St. See photo attached, there is a long skinny pothole. - 10/04/16
09/22/16	Celia	Petersen Brown	flowerdog@cruzio.com	Mora St		Santa Cruz	Rough pavement or potholes, pavement cracks, Railroad hazard	rider states street is severely eroded at railroad tracks and there is big hole.	Nate @ Roaring Camp & Amelia Conlen	09/22/16	From Amelia to Nate - The pavement around the train tracks at Mora Street has been identified as a hazard due to potholes and rough pavement. Please repair the pavement and let me know when work is complete - 09/22/16
09/19/16	Bart	Coddington	bikebart@sbcglobal.net	Soquel Dr	Rio Del Mar	Santa Cruz County	not supplied	rider states Please do not chip seal the bike lanes. They may not be the best surface, but still better than a chip seal project like Freedom Blvd.	General Dept. of Co of SC	09/20/16	
09/01/16	Andy	Ward	andrew.ward@plantronics.com	Du Bois	Encinal	Santa Cruz	other	rider states Line of site for drivers exiting Kirby school parking lot onto Du Bois Street impeded by cars parked on Du Bois street immediately adjacent to the driveway. On Encinal side of driveway, curb is painted red (though badly in need of re-painting), so line of site looking toward Encinal Street is acceptable. line of sight from Harvey West Park direction is significantly impeded by vehicles parked immediately adjacent to driveway. At least one parking spot on Harvey West side of Du Bois exit should be removed, and curb painted red to prohibit parking there. already red side of the curb on other side of driveway should be repainted. This is school zone and many students ride bicycles to Kirby school, this driveway is not safe because of impeded view. motorist nearly hit me this morning as I was riding on Du Bois toward Encinal Street, and told me she could not see because of the cars parked adjacent to the driveway that were blocking her view. I've attached a couple of photos of the driveway for reference	Amelia Conlen	09/06/16	From Amelia - submitted request to repaint curb on Dubois adjacent to Kirby driveway on Encinal side. City staff will make a site visit to check visibility and determine if remove of the parking space on other side of driveway is needed. - 09/07/16 A work order has been issued to remove 1 parking space to the south of the Georgiana Bruce Kirby school driveway on Dubois Street. The red curb to the north of the driveway has already been repainted - 09/12/16
08/17/16	Ann	Hubble	ahubble@ucsc.edu	High St		Santa Cruz	plant overgrowth or interference	rider states bike lane going uphill toward ucsc btwn storey st and laurent st has a lot of plant overgrowth hanging into bike path. I've experienced a number of cars driving too close to me riding up the hill. I'd ride closer to curb if I could but plant blocking the way. school starts soon with more bikes and cars traveling route. great if weeds along route could be trimmed back to make safer route to ride.	Jim Burr	08/18/16	

December 12, 2016
Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response
08/14/16	Bart	Coddington	bikerbart@sbcglobal.net	Soquel San Jose Road		Santa Cruz County	plant overgrowth or interference	rider states Weed cutting on Soquel San Jose Rd. It has not been cut since the Tour of Calif. in 2012. The brush is sticking out into the road, forcing cyclists further into traffic. Thank you for the "Share the Road" signs and sharrows on the road.	General Dept of Co of SC	08/15/16	

BICYCLE ADVISORY COMMITTEE ROSTER – December, 2016

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Grace Voss 462-4884 gracevoss@sbcglobal.net	First Appointed: 2016 Term Expires: 3/19
Alternate	Kem Akol 247-2944 kemakol@msn.com	First Appointed: 1993 Term Expires: 3/19
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Vice-Chair 588-2068 dbcasterson@gmail.com	First Appointed: 2005 Term Expires: 3/18
Alternate	Jim Cook 345-4162 wookiv@comcast.net	First Appointed: 12/13 Term Expires: 3/18
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott 423-0796 drip@ucsc.edu	First Appointed: 2007 Term Expires: 3/19
Alternate	William Menchine (Will) 426-3528 menchine@cruzio.com	First Appointed: 4/02 Term Expires: 3/19
District 4 - Voting Watsonville, part of Corralitos	Vacant	Term Expires: 3/18
Alternate	Vacant	Term Expires: 3/18
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/19
Alternate	Vacant	Term Expires: 3/19
City of Capitola - Voting	Andy Ward 462-6653 Andrew.ward@plantronics.com	First Appointed: 2005 Term Expires: 3/17
Alternate	Daniel Kostelec 325-9623 dnlkostelec@yahoo.com	First Appointed: 4/02 Term Expires: 3/17
City of Santa Cruz - Voting	Amelia Conlen conlen.ameliawren@gmail.com	First Appointed: 5/13 Term Expires: 3/18
Alternate	Melissa Ott Melissaott4@gmail.com	First Appointed: 3/15 Term Expires: 3/18
City of Scotts Valley - Voting	Lex Rau 419-1817 lexrau@sbcglobal.net	First Appointed: 2007 Term Expires: 3/17
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/17
City of Watsonville - Voting	Murray Fontes murray.fontes@cityofwatsonville.org	First Appointed: 10/16 Term Expires: 3/19
Alternate	Vacant	Term Expires: 3/19
Bike To Work - Voting	Emily Gomez 415-637-2744 egomez@ecoact.org	First Appointed: 4/14 Term Expires: 3/19
Alternate	Piet Canin 426-5925 ext. 127 pcanin@ecoact.org	First Appointed: 4/02 Term Expires: 3/19
Community Traffic Safety Coalition - Voting	Leo Jed 425-2650 leojed@gmail.com	First Appointed: 3/09 Term Expires: 3/18
Alternate	Jim Langley moblie: 713-7702 jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/18

All phone numbers have the (831) area code unless otherwise noted.



Bicycle Advisory Committee

2017 Draft Meeting Schedule

- **Meetings are held on the 2nd Monday of every other month from 6 pm to 8:30 pm in the SCCRTC Conference room unless otherwise noticed. The RTC is located at 1523 Pacific Avenue, Santa Cruz, CA 95060.**
- **This is a draft list of meeting topics, both consent (C) and regular(R) agenda items, as well as anticipated announcements (A). Additional transportation planning, policy and funding items are agendized as needed. Please check the RTC website for the current packet agenda (posted approximately 4 working days before the meeting).**

February 13	<ul style="list-style-type: none"> - Unified Corridor Investment Study (R) - Highway 9 bridge improvement project (R) - Announce April Election of Chair/Vice Chair (A) - Announce list of appointment expirations and invite members to submit reappointment applications (A) - Bicyclist Injuries and Fatalities for Santa Cruz County, 2014 (R) - Bicycle Safety Observation Study 2016 (R) - RTP Constrained Project List (R)
April 10	<ul style="list-style-type: none"> - Elect Chair and Vice Chair (R) - Updated Roster/Membership update (C) - TDA Claim from Ecology Action for the Bike to Work program (C or R) - TDA Claims from the Health Services Agency for the Community Traffic Safety Coalition and Ride 'n Stride programs (C or R) - Review Measure D 5-year Implementation Plan
June 12	TBD
August 14	TBD
October 16***	TBD
December 11	TBD
As Needed	<ul style="list-style-type: none"> - TDA Claims from local jurisdictions - Other items within the purview of the committee
Future Years	<ul style="list-style-type: none"> - February 2018: Draft RTP and environmental document

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***** One week later than usual**

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TO: Bicycle Committee

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study - Draft Goals, Performance Measures and Projects for Scenario Analysis

RECOMMENDATIONS

Staff recommends the Bicycle Committee:

1. Receive information about the Unified Corridor Investment Study (UCS);
 2. Provide input on the UCS draft goals, performance measures and projects to consider in the scenario analysis.
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BACKGROUND

The Santa Cruz County Regional Transportation Commission is developing a Unified Corridor Investment Study for Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line. See project area map in [Attachment 1](#). Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled roadways in Santa Cruz County, are often congested and have safety concerns. Highway 1 serves as an important local, regional and interregional route, connecting communities within and between City of Santa Cruz and City of Watsonville and other communities throughout Monterey Bay. Soquel Avenue/Drive is an important facility for the local network and also often serves as the regional route when Highway 1 is congested. The recent acquisition of the rail line provides a third transportation facility along this corridor that has unused capacity.

Funded by Caltrans through their Sustainable Transportation Planning Grant Program, the Unified Corridor Investment Study will identify multimodal transportation investments that optimize usage of these three parallel transportation routes in Santa Cruz County while advancing sustainability goals. A sustainable transportation system requires addressing mobility, maintenance, safety, access, economic vitality, transportation equity, public health and environmental health, including the need to reduce greenhouse gas emissions.

The Unified Corridor Investment Study has been divided into two phases. Phase 1 of the project developed the transportation modeling tools to be used in Phase 2. Phase 1 work was completed earlier this year. A travel demand model using the TransCAD platform was developed for Santa Cruz County that will provide the ability to forecast changes in travel due to transportation improvements, population

increase and job growth. A GIS based transit model was also developed to accompany the travel demand model to estimate the changes in transit use as a result of changes in transit amenities, fares and/or frequency. A GIS based bike model, developed by AMBAG and funded by the Monterey Bay Air Pollution Control District, estimates increases in bike use based on improvements in bike facilities and is also included in this suite of transportation modeling tools for Santa Cruz County.

DISCUSSION

Phase 2 of the Unified Corridor Investment Study is currently underway to evaluate the transportation investments on the three parallel routes based on a performance based decision making process. The project will establish goals and performance measures for the corridor and use a scenario analysis to identify a package of transportation projects that will provide the greatest benefit based on the project goals. Three or four scenario alternatives, composed of unique groupings of transportation projects, will be analyzed to determine the impact on the performance measures. A final scenario will be identified based on results of the scenario alternatives and input from RTC, RTC advisory committees, stakeholders, and the public. Additional project information can be found on the SCCRTC website (<https://sccrtc.org/projects/multi-modal/unified-corridor-study/>).

Goals and Performance Measures

The UCS draft goals for unifying the three routes into one corridor and draft performance measures for which to measure project effectiveness were developed based on input provided by the public during Phase I of the UCS ([Attachment 2](#)). During Phase I, the community was asked to identify what is most important to them when traveling on Highway 1, Soquel Ave/Drive and the Santa Cruz Branch Rail Line. Safety, travel time, sustainable transportation choices, and low cost options were important to the members of the public who participated in the online survey or public workshop, with safety and travel time being important to the greatest number of individuals. **RTC staff recommends that the Bicycle Committee provide input on the UCS draft goals and performance measures.** Public input on the draft goals and performance measures will also be solicited using an online interactive survey, a stakeholder meeting, and at a public workshop on January 12, 2017 at 6:00pm at Simpkins Swim Center. The RTC is scheduled to adopt the UCS goals and performance measures at the March 2, 2017 RTC meeting.

Scenario Analysis

During Phase I of the UCS, the public also identified desired improvements on Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line, their primary origins and destinations, and the types of trips they take or would take on each route. A draft list of projects to be evaluated in the UCS has been developed based on public input during Phase I and comments received on related RTC planning

efforts ([Attachment 3](#)). **RTC staff recommends that the Bicycle Committee provide input on projects to be considered in the UCS scenario analysis.**

Once the list of projects is identified, projects will be grouped into three or four scenario alternatives. Modeling tools will then be used to measure the performance of each of the scenarios towards achieving the goals of the project. A final scenario will be developed based on results of the scenario alternatives and input from RTC, RTC Advisory Committees, stakeholders, and the public.

A consultant will be hired to perform the scenario analysis using the transportation modeling tools that were developed during Phase 1. A Request for Proposals (RFP) was released on November 16, 2016 to solicit qualified consultants to conduct the scenario analysis included in Phase 2 of the Unified Corridor Investment Study (UCS). Tasks to be completed by the consultant include:

- input on draft performance measures, projects to be analyzed and project groupings within scenarios;
- analysis of modeling tools developed in Phase 1 for UCS project area;
- development of new methodologies for analysis if needed for complete assessment of performance measures;
- technical analysis of scenario alternatives to identify the group of transportation projects that best achieves corridor goals; and
- development of draft and final project reports.

Information about the consultant request for proposals and the scope of work can be found at <http://sccrtc.org/about/opportunities/rfp/>.

Public Outreach Plan

RTC staff is the lead for the public outreach component of the UCS. Varied and engaging opportunities for members of the public to participate in the development of the project will be offered in order to promote broad based and informed public input. Public input will be encouraged throughout the development of the study. Specific activities designed to seek public participation include three online surveys available in English and Spanish, two public workshops, three stakeholder group meetings, and project updates at RTC and RTC Advisory Committee meetings. A project web page that tracks the project's progress will provide access to relevant documents and list opportunities for public input. Electronic newsletters will be sent out to keep interested parties apprised of the project activities.

Schedule

November 2016: RTC staff developed draft goals and performance measures based on input from Phase 1 public outreach and consistency with local, state and federal goals.

November 2016: Request for Proposals released for consultant to perform scenario analysis work

December 2016: RTC advisory committees input on goals, performance measures and projects to consider

December 2016 – January 2017: Online interactive survey to solicit the community's goals and transportation priorities for the project study area

January 5, 2017: Stakeholder meeting to solicit input on goals, performance measures and projects to consider in scenario analysis

January 12, 2016: Public workshop to solicit input on goals, performance measures and projects to consider (6:00PM at Simpkins Swim Center)

February 2, 2017: RTC scheduled to approve consultant selection

February, 2017: Consultant Notice to Proceed

March 2, 2017: RTC scheduled to review and approve goals, performance measures and projects to consider in scenario analysis

Fall 2017/Winter 2018: Results of scenario analysis brought to RTC, RTC advisory committees, stakeholders, and public

March 2018: RTC, RTC advisory committees, stakeholders, and public input on draft report

May 2018: RTC scheduled to approve UCS Final Report.

SUMMARY

Through their Sustainable Transportation Planning Grant Program, Caltrans funded the Unified Corridor Investment Study to identify multimodal transportation investments that optimize usage of three parallel transportation routes in Santa Cruz County (Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line) while advancing sustainability goals. Phase 1 of the UCS to develop the modeling tools has been completed. Phase 2 of the UCS to perform the scenario analysis for this corridor to identify the projects that provide the greatest benefit is currently underway. RTC staff recommends that the Bicycle Committee provide input on the UCS draft goals and performance measures and projects to be considered in the UCS scenario analysis.

Attachments:

1. Project area map
2. Draft goals and performance measures for the Unified Corridor Investment Study
3. Draft list of projects to be considered for scenario analysis

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ATTACHMENT 1



Santa Cruz County Unified Corridor Investment Study Project Area Map

ATTACHMENT 2

Unified Corridor Investment Study Draft Goals and Performance Measures

Draft Goals	Performance Measures
Provide safer transportation for all modes	Injury and fatal collisions by mode
	Perceived safety and comfort by mode
Provide reliable and efficient transportation choices to support economic vitality	Peak Period Mean Automobile Travel Time
	Peak Period Mean Transit Travel Time
	Travel Time Reliability
	MultiModal Network Quality
Develop a transportation network that serves the most people and is well integrated	Mode share
	Person Trips
	MultiModal Connectivity
Support Santa Cruz County in transitioning to a more sustainable transportation system that improves health, reduces pollution and is equitable and responsive to the needs of all users	Automobile Vehicle Miles Traveled
	Transit Vehicle Miles Traveled
	Passenger Vehicle Miles Traveled
	Criteria Pollutants
	Greenhouse gas emissions

ATTACHMENT 3

Unified Corridor Investment Study Draft Transportation Projects to be considered for Scenario Analysis

Highway Projects
buses on shoulders
high occupancy vehicle lanes and increased frequency of transit
hwy 1 aux lanes
hwy 1 ramp metering
high occupancy vehicle reversible lane
Soquel Ave/Drive
signal synchronization
transit signal priority
transit/high occupancy vehicle queue jumps
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)
dedicated bus lane for bus rapid transit
roundabouts
parking removed from Soquel Avenue/Drive to side streets and parking lots to improve bike and transit options
increased frequency of transit
improved transit amenities
buffered bike lanes
green lane treatments
sidewalk improvements
intersection improvements for bikes/pedestrians
Rail Corridor
trail
rail transit
bus rapid transit
freight service on rail
Connections between Routes
improved bike/pedestrian facilities throughout urban area closing any gaps in network
transit connections between rail, hwy and Soquel Avenue/Drive
Transportation Demand Management
employers and residences - incentive programs – work from home 1 in 5 etc.
bike share, bike amenities, transit amenities, park and ride lots

TO: Bicycle Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Pedestrian Safety Work Group – Pedestrian / Bicycle Brochure

RECOMMENDATION:

Staff and the Pedestrian Safety Work Group subcommittee recommend that the Bicycle Advisory Committee review the draft of the brochure titled What Pedestrians and Bicyclists Want Each Other to Know.

BACKGROUND

The E&D TAC's Pedestrian Safety Work Group subcommittee has been working on a number of outreach materials to improve pedestrian access and safety. In 2014, the Pedestrian Safety Work Group finalized the brochure What Pedestrians and Motorists Want Each Other to Know in English and Spanish.

DISCUSSION

The E&D TAC's Pedestrian Safety Work Group is taking the lead on developing a brochure to improve pedestrian and bicycle safety. The draft brochure, What Pedestrians and Bicycles Want Each Other to Know, is modeled after the brochures [What Bicyclists Want Motorists to Know/What Motorists Want Bicyclist to Know](#) developed by the Bicycle Committee and [What Pedestrians and Motorists Want Each Other to Know](#) developed by the Pedestrian Safety Work Group.

Attached is a draft text of the What Pedestrians and Bicycles Want Each Other to Know brochure. The Pedestrian Safety Work Group seeks the Bicycle Advisory Committee input on the draft brochure.

Attachment 1: What Pedestrians and Bicycles Want Each Other to Know - draft brochure text

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What Bicyclists Want Pedestrians to Know

Sometimes bicyclists will share your pathway!

- Bicyclists are allowed to ride on some sidewalks. Rules regarding sidewalk riding differ by location.
- Bicyclists may prefer to ride on sidewalks when they perceive them to be safer than the streets, when they are less experienced or when they are riding with children.
- On a multi-use path, bicyclists expect you to walk as far to the right side as is practical and leave room for them to pass.
- If you choose to linger on sidewalks or paths, leave room for a bicyclist to pass at a safe distance. Keep any dogs on a short leash and under your control.

Don't assume that every bicyclist sees you!

- Don't assume bicyclists see you. Be visible, especially in dark areas.
- Bicyclists cannot stop as quickly as you may think! A bicyclist riding at 15 mph will take *at least* 8 feet to stop.
- Bicyclists expect you to cross at intersections or in marked crosswalks. If you cross mid block, understand that you do not have the right-of-way.

Learn and observe traffic laws and customs!

- Obey all traffic lights and stop signs. Bicyclists expect you to observe the rules of the road.
- If you must walk in the roadway or bike lane, if possible, walk facing traffic, closest to the curb. Be aware that bicyclists may try to pass you.
- Bicyclists always expect to pass on your left.

Watch and be aware of bicyclists!

- Watch for bicyclists before entering the roadway, bike lane or separated bikeway. Darting across a roadway or path may cause the bicyclist to crash when trying to avoid you.
- Be aware of bicyclists' movements and watch for their hand signals. Look before changing directions.
- Try to be predictable. Make your intentions clear. Unexpected movements could result in serious injury to you or the bicyclist.
- Stay alert! Put away electronic devices. Distracted walking is hazardous to all of us.
- Listen! If using earphones, you still need to be aware of bicyclists.

What Pedestrians Want Bicyclists to Know

Sometimes pedestrians do have the right-of-way!

- Pedestrians have the right-of-way on sidewalks and in crosswalks.
- When you ride on a sidewalk, be aware of local rules, slow your speed, yield to pedestrians, and pass only when there is room to pass safely.
- Pedestrians may walk in the roadway or bike lane when the sidewalk is unusable or missing. Respect the speed and manner in which they travel, especially slower pedestrians and those using strollers, wheelchairs or other mobility devices.
- Keep crosswalks free and clear for pedestrians when you are stopped at an intersection.
- Don't allow your bike to block pedestrians' access to walk light buttons or curb cuts when you're waiting on or near a sidewalk to cross at a signalized intersection.

Don't assume that every pedestrian sees you!

- Speak or ring a bike bell to alert pedestrians of your approach. Proceed with caution as they may be blind, hearing impaired or physically unable to move quickly.
- Remember to use hand signals. Make your intentions clear ahead of time.
- Make sure that you and your bike have adequate lighting at night or in inclement weather. Be aware that your lights may temporarily blind pedestrians.

Learn and observe traffic laws and signs!

- Walk your bike in crosswalks and where signs instruct you to walk your bike, such as pedestrian bridges. Remember that when you are walking your bike, you are a pedestrian.
- Obey all traffic lights and stop signs. Pedestrians expect you to observe the rules of the road like other drivers.
- Don't be a "hit and run" bicyclist. If you collide with a pedestrian, stick around until all parties' needs are addressed.

Watch and be aware of pedestrians!

- Watch for, and yield to pedestrians before making turns or leaving driveways.
- On multi-use paths, be aware that blind or disabled pedestrians may not be able to walk on the right or may require more space while being guided by a dog or another person.
- Stay alert! Put away electronic devices. Distracted bicycling is hazardous to all of us.
- Listen! If using earphones, at least one ear must be free of earbuds and earplugs.

Resources

Bicycle and Pedestrian Hazard Report

Notify us of obstacles or hazards that may inhibit bike or pedestrian travel by using the RTC's Hazard Report.

<http://www.sccrtc.org/hazard>

These reports are forwarded to the appropriate local jurisdiction for action. Reports may be submitted at any time.

2016 Santa Cruz County Bikeways Map

The SCCRTC produces the County Bikeways Map, which shows bicycle lanes, bicycle paths, alternate routes, amenities, and bicycles resources within Santa Cruz County. You can download the map by visiting <http://sccrtc.org/services/bike/>. For a free printed map, pick one up at 1523 Pacific Ave, Santa Cruz, contact the RTC at (831) 460-3200 or e-mail info@sccrtc.org.

Community Traffic Safety Coalition

The Community Traffic Safety Coalition works to reduce traffic related injuries and accidents in Santa Cruz County, while also promoting alternative modes of transportation. For more information, visit <http://www.sctrfficsafety.org/>

Thanks to the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee for its valuable contributions to this brochure.

What Bicyclists and Pedestrians Want Each Other To Know



Santa Cruz County Regional Transportation Commission

Elderly and Disabled Transportation Advisory Committee



Brochure developed by the Pedestrian Safety Work Group, a subcommittee of the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee.

TO: Bicycle Advisory Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Program Manager

RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Requests

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's Article 8 FY 16/17 Transportation Development Act allocation claims for \$30,000 for bikeway striping and minor improvements and \$85,000 for the Pacific Avenue Contra-Flow Bike Lane.

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Advisory Committee and those with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a request for \$30,000 in TDA funds for Bikeway Striping and Minor Improvements ([Attachment 1](#)). Annual re-striping of the City's 30 miles of bikeways, maintenance and minor improvements in high use areas within the public right-of-way are supported with TDA funds.

The City of Santa Cruz also requests \$85,000 for the Pacific Avenue Contra-Flow Bike Lane on Pacific Avenue from Church St to Cathcart St, bike lanes from Cathcart to Laurel, and sharrows from Water St. to Church.

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests. The projects are consistent with the City Bicycle Transportation and Pedestrian Plans and the 2014 Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation for Bikeway Striping and Minor Improvements (\$30,000) and for the Pacific Avenue Contra-Flow Bike Lane (\$85,000). Staff recommends that the Bicycle Advisory Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests.

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter for FY 16/17
2. TDA Claim Form for Bikeway Striping and Minor Improvements
3. TDA Claim for the Pacific Avenue Contra-Flow Bike Lane

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

August 30, 2016

Mr. George Dondero
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2016-17TDA Article 8 Allocation Request

Dear Mr. Dondero:

Please accept this letter as a FY 2016-17 TDA Article 8 allocation request for the following project:

1. **Bikeway Striping and Minor Improvements (\$30,000):** This project provides for the annual re-striping of the City's 30 miles of bikeways, maintenance of bikeways and minor bikeway improvements. This project is entirely supported with TDA funds.
2. **Pacific Avenue Contra-Flow Bike Lane (\$85,000):** This project provides a contra-flow bike lane on Pacific, from Church to Cathcart, bike lanes from Cathcart to Laurel, and sharrows from Water to Church. The project has been approved by City Council and is included in the FY17 Capital Improvement Program.

The City's remaining unallocated balance will be used to match grant applications, under funded projects, and future bikeway striping and parking projects.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City Bicycle Transportation and Pedestrian Plans, and the RTP.

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

Sincerely,

Christophe J. Schneider
Assistant Public Works Director/City Engineer

Attachments: Claim Forms

cc: Transportation Coordinator (AC)
Finance Department (CF)

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

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

Project Information

1. Project Title: Bikeway Striping and Minor Improvements
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$30,000
5. Fiscal Year (FY) for which funds are claimed: FY 16 / 17
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jim Burr
Telephone Number: 831-420-5522 E-mail: jburr@cityofsantacruz.com

Secondary Contact (in event primary not available): Rich Smith
Telephone Number: 831-420-5522 E-mail: rsmith@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

Annual restriping of the City's 30 miles of bikeways and minor bikeway improvements.
9. Number of people to be served/anticipated number of users of project/program:
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

Those streets most in need will be striped.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

Traffic safety
12. Consistency and relationship with the 2014 Regional Transportation Plan (RTP) – please reference Project or Policy:

2014 RTP Sustainability Policies p. 4-3, see attachment.

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

Traffic safety

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

N/A

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

Capital Projects – OR ATTACH PROJECT BUDGET

Project Start Date: 9/2016

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date		na		na	4/16	Na		
Total Cost/Phase					\$30,000			
STDA Requested (this claim)								
Prior TDA:								
Source 3:								
Source 4:								

*Please describe what is included in "Other":

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

100% AFTER COMPLETION

17. TDA Eligibility:

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

Documentation to Include with Your Claim:

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

Local Agency Certification:

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

Signature  Title: City Engineer Date: 9/26/16

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

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

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

Project Information

1. Project Title: Pacific Avenue Contraflow Bike Lane Project
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$85,000
5. Fiscal Year (FY) for which funds are claimed: FY 16 /17
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jim Burr
Telephone Number: 831-420-5426 E-mail: jburr@cityofsantacruz.com

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

A southbound contraflow bike lane will be installed on Pacific Avenue between Church and Cathcart Streets. Green striping will be applied to 4' of the bike lane to increase visibility of the bike lane and direct cyclists away from the door zone, with an additional 2' between the bike lane and parking stalls. White bike lane striping will be installed through the intersections at Walnut and Lincoln, and a new island will be installed at Pacific and Lincoln to prevent wrong-way vehicle traffic. Sharrows will be installed in the northbound direction to alert drivers that people on bikes may be riding with vehicle traffic. Cyclists traveling in the southbound contraflow lane will be controlled by stop signs at Lincoln and Cathcart.

Class II bike lanes will also be installed in both directions on the two-way portion of Pacific Avenue between Cathcart and Laurel Streets, and sharrows will be installed on Pacific between Locust and Church.

Following City Council's approval of the project in June 2016, Public Works has completed design/engineering for the project. We are applying for funds for construction.

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

To determine current ridership on Pacific Avenue, bicycle counts were performed on weekdays during three time frames; 7:30-9:00am, 11:30am-1:00pm, and 4:30-6:00pm. Of these periods, 4:30-6:00pm saw the most cyclists present on Pacific Avenue, ranging from 86 at Pacific and Lincoln to 104 at Pacific and Church.

While it would be difficult to estimate the number of people on bikes who will use the Pacific Avenue contraflow lane, our counts confirm heavy daily traffic on Pacific Avenue. Staff also witnessed large numbers of cyclists riding the wrong way on Pacific, an issue that the contraflow lane will address.

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

Pacific Avenue between Church and Laurel Streets.

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

The contraflow bike lane will allow 2-way bike traffic on Pacific Avenue between Church and Cathcart Streets. This will increase bicycle access downtown, and help reduce illegal wrong-way riding and sidewalk riding. Santa Cruz PD has commented that wrong-way riding is a frequent occurrence on this section of Pacific Avenue, and sidewalk riding has been brought up by members of the public as a safety issue downtown, especially for seniors and people with disabilities. The project will also create a new bike lane on Pacific Avenue between Cathcart and Laurel Streets, providing dedicated road space for people on bikes, and add sharrows on Pacific between Church and Locust.

12. Consistency and relationship with the 2014 Regional Transportation Plan (RTP) – please reference Project or Policy:

Project: SC-P75, City of Santa Cruz Lump Sum Bike Projects

Policy: Transportation Infrastructure Policies

- Improve multimodal access to and within key destinations.
- Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- Design system to reduce the potential for conflict between bicyclists, pedestrians, and vehicles.

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

Bike counts before and after project installation will be used to measure change in ridership. We will also monitor collision data before and after installation of the new lane.

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

The travel lane will be narrowed from 20' to 14'. There are no parking impacts.

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

Capital Projects – OR ATTACH PROJECT BUDGET

Project Start Date: June 2016

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date /	n/a	n/a	9/2016	n/a	2/2017	n/a	2/2017	
Total Cost/Phase					\$76,500		\$8,500	\$85,000
STDA Requested (this claim)					\$76,500		\$8,500	\$85,000
Prior TDA:								
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

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

100% after completion

17. TDA Eligibility:

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

Documentation to Include with Your Claim:

All Claims

X A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.

X Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

X Evidence of environmental review for capital projects: **Project is exempt**

Local Agency Certification:

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

Signature  Title: City Engineer Date: 9/23/16

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

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RESOLUTION NO. NS-29,109

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CRUZ
ADOPTING A BUDGET FOR FISCAL YEAR 2017

BE IT RESOLVED, by the City Council of the City of Santa Cruz, that the budget of the City of Santa Cruz for Fiscal Year (FY) 2017, as proposed in that certain document entitled "City of Santa Cruz Proposed Annual Budget Fiscal Year 2017," on file with the City Clerk, is hereby adopted for FY 2017, effective July 1, 2016, with the amendments and addenda thereto as determined by the City Council and detailed in the attached Exhibits:

- (1) Exhibit A - FY 2017 Schedule of Budget Changes
- (2) Exhibit B - Summary of Projected Revenues and Other Financing Sources
- (3) Exhibit C - Summary of Projected Expenditures and Other Financing Uses

BE IT FURTHER RESOLVED that the Finance Director is authorized to create additional appropriations in order to provide for necessary commitments carried over from the prior fiscal year, including contract and purchase order encumbrances and unexpended project balances, so long as there is a sufficient fund balance to finance these commitments.

PASSED AND ADOPTED this 14th day of June, 2016, by the following vote:


AYES: Councilmembers Noroyan, Lane, Terrazas, Posner, Comstock;
Vice Mayor Chase; Mayor Mathews.

NOES: None.

ABSENT: None.

DISQUALIFIED: None.

APPROVED: 
Mayor

ATTEST: 
City Clerk Administrator

	General Fund	other Funds
Total Possible Budgetary Additions: (-0.1%) of General Fund budget [Recurring]	\$ 63,943	\$ 52,000
Total Possible Budgetary Additions: (-0.1%) of General Fund budget [One Time]	50,000	1,515,000
TOTAL FY 2017 Additions: (-0.1%) of General Fund budget	\$ 113,943	\$ 1,567,000

GENERAL FUND: Additions &/or Changes (as of 5/25/16)				
<u>Date</u>	<u>Program &/or GL Reference</u>	<u>Description</u>	<u>One time or Recurring</u>	<u>Requested Amount</u>
yes 5/21/16		Contract with outside agency for a program manager/community Liason	recurring	38,943
yes 5/24/16	P&R (101_3111)	Communication efforts to reduce summer season beach litter (split 50/50 with General Fund and Clean River...)	one time	5,000
yes 5/24/16	Council 101 - 1110	Professional services to support Council projects and interoperability with City Manager's office (to be added to \$10k already budgeted)	one time	5,000
yes 5/24/16	P&R (authorized personnel)	Add approved ranger(s) to replace downtown Host/Security (cost neutral-approved 5/24/15)	recurring	-
yes 5/25/16	PD	Additional support to Neighborhood safety team with special attention for Ocean Street	one time	40,000
yes 5/25/16	other Community programs 101_6103	New contract with County for Mental Health Liason support services within PD (\$12k would be folded into existing PD budget)	recurring	-
yes 6/14/16	This item would be a new June 14, 2016 addition to the Summary of Projected Expenditures & Other Financing Uses	Return with specific funding to purchase, install, and maintain a 24 hour, year-round public restroom; \$25k for interim measure.	recurring	25,000

OTHER FUNDS: Additions &/or Changes (as of 5/25/16)				
<u>Date</u>	<u>GL Reference</u>	<u>Description</u>	<u>Once or Recurring</u>	<u>Requested Amount</u>
yes 5/25/16	Transportation Development Act (TDA)	Contra-Flow bike lane for Pacific Avenue (\$40k-\$60k)	one time	60,000
yes 5/17/16	[Clean River] 235-40-60-4235-51122	[PW Admin correction] Parks temp ranger and weekend employees submitted but omitted in Proposed Budget (clean river, creek banks and levee)	recurring	52,000
yes 5/24/16	[Clean River] 235	Communication efforts to reduce summer season beach litter (split 50/50 with General Fund and Clean River...)	one time	5,000
yes 5/25/16	Successor Agency	Wharf pilings project was confirmed to be added to the proposed budget; fully funded by 2011 Redevelopment Bond Proceeds	one time	1,450,000

RESOLUTION NO. NS-29,109
EXHIBIT A

EXHIBIT A

RESOLUTION NO. NS-29,109 EXHIBIT B EXHIBIT B
Summary of Projected Expenditures and Other Financing Uses

BY FUND TYPE

	Fiscal Year 2015 Actuals	Fiscal Year 2016			Fiscal Year 2017 Adopted Budget
		Adopted Budget	Amended Budget	Estimated Actual	
General Funds					
Primary General Fund	82,611,924	86,158,085	88,949,613	84,863,325	92,907,311
General Fund - Assigned & Committed for Special Programs	6,224,716	6,856,326	8,191,635	7,776,298	5,765,237
City Public Trust	2,011,665	-	-	-	500,000
Total General Funds	90,848,305	93,014,411	97,141,247	92,639,623	99,172,548
Special Revenue Funds					
Police Special Revenue Funds	45,924	110,000	110,000	110,000	110,000
State Highway Funds	6,262,048	2,052,267	25,368,250	26,752,759	5,276,361
Traffic Impact Funds	2,051,620	52,182	2,217,468	2,175,782	1,394,672
Clean River, Beaches & Ocean Tax Fund	874,814	919,797	2,049,155	1,954,535	617,307
Parks and Recreation Funds	615,223	766,000	1,446,893	1,421,894	185,000
Housing & Community Development Funds	1,096,607	1,308,154	4,367,263	2,772,655	2,363,260
City Low & Mod Income Housing Funds	166,586	164,200	164,200	89,316	164,200
Transportation Development Funds	707,737	701,164	701,164	701,164	701,164
Total Special Revenue Funds	11,820,559	6,073,764	36,424,393	35,978,105	10,811,964
Capital Improvement Funds					
General and Other Capital Improvement Funds	11,499,772	14,076,128	40,789,995	38,229,912	12,990,908
Total Capital Improvement Funds	11,499,772	14,076,128	40,789,995	38,229,912	12,990,908
Debt Service Funds					
Government Obligation and Lease Revenue Bond Funds	896,199	906,115	906,115	906,115	916,527
Total Debt Service Funds	896,199	906,115	906,115	906,115	916,527
Enterprise Funds					
Water Enterprise Funds	34,082,616	35,601,075	48,392,426	43,221,337	41,892,777
Wastewater Enterprise Funds	20,228,745	24,364,456	27,408,978	25,459,529	25,068,387
Refuse Enterprise Funds	19,124,535	18,754,340	22,526,617	19,941,218	21,365,386
Parking Enterprise Funds	4,058,279	4,725,789	7,785,750	7,783,284	6,822,213
Storm Water Enterprise Funds	1,195,949	1,188,778	2,264,833	2,236,110	1,487,623
Golf Course Enterprise Funds	2,318,703	2,220,697	2,401,068	2,292,772	-
Total Enterprise Funds	81,008,827	86,855,135	110,779,671	100,934,250	96,636,386
Internal Service Funds					
Equipment Operations Internal Service Fund	3,342,656	3,531,636	3,565,241	4,217,040	4,111,649
Workers' Compensation Insurance	3,403,259	3,152,844	3,165,947	3,115,068	3,026,818
Group Health Insurance Internal Service Fund	1,707,340	1,946,483	1,946,483	1,846,466	1,907,875
Liability Insurance Internal Service Fund	2,601,993	3,453,286	3,626,446	3,141,919	3,432,321
Total Internal Service Funds	11,055,248	12,084,249	12,304,117	12,320,493	12,478,663
Grand Total:	207,128,910	213,009,802	298,345,539	281,008,498	233,006,996

EXHIBIT C

RESOLUTION NO. NS-29,109 EXHIBIT C

Summary of Projected Revenues and Other Financing Sources

	BY FUND TYPE				
	Fiscal Year 2015 Actuals	Fiscal Year 2016			Fiscal Year 2017 Adopted Budget
		Adopted Budget	Amended Budget	Estimated Actual	
General Funds					
Primary General Fund	80,440,596	85,245,264	85,912,878	85,627,990	91,291,750
General Fund - Assigned & Committed for Special Programs	7,113,464	7,472,141	7,472,141	7,152,362	7,389,857
City Public Trust	472,197	461,757	461,757	2,299,170	10,000
Total General Funds	88,026,257	93,179,162	93,846,776	95,079,522	98,691,607
Special Revenue Funds					
Police Special Revenue Funds	129,609	130,180	130,180	131,000	131,300
State Highway Funds	5,465,088	1,545,856	17,629,558	21,758,616	4,794,373
Traffic Impact Funds	461,408	543,924	543,924	123,010	125,200
Clean River, Beaches & Ocean Tax Fund	643,427	638,198	1,682,274	1,678,820	636,500
Parks & Recreation Funds	264,298	747,117	747,117	306,020	1,146,738
Housing & Community Development Funds	1,184,710	802,904	2,225,286	1,095,704	853,860
City Low & Mod Income Housing Funds	80,259	95,718	95,718	185,120	96,498
Transportation Development Funds	707,736	701,164	701,164	701,164	701,164
Total Special Revenue Funds	8,936,535	5,205,061	23,755,222	25,979,454	8,485,633
Capital Improvement Funds					
General & Other Capital Improvement Funds	23,200,022	12,788,052	31,667,206	29,593,637	12,100,385
Total Capital Improvement Funds	23,200,022	12,788,052	31,667,206	29,593,637	12,100,385
Debt Service Funds					
Government Obligation & Lease Revenue Bond Funds	897,239	915,970	915,970	914,610	925,287
Total Debt Service Funds	897,239	915,970	915,970	914,610	925,287
Enterprise Funds					
Water Enterprise Funds	24,730,742	58,278,250	58,279,300	27,606,586	53,713,178
Wastewater Enterprise Funds	20,112,060	23,244,020	23,839,577	20,686,657	21,442,924
Refuse Enterprise Funds	19,107,298	16,810,794	16,961,852	17,342,545	16,683,550
Parking Enterprise Funds	4,579,017	4,238,246	5,759,246	6,116,822	4,509,665
Storm Water Enterprise Funds	1,057,742	920,432	1,310,413	1,305,515	916,179
Golf Course Enterprise Funds	2,353,453	1,990,731	2,082,125	2,392,387	-
Total Enterprise Funds	71,940,312	105,482,473	108,232,513	75,450,512	97,265,496
Internal Service Funds					
Equipment Operations Internal Service Fund	3,210,625	3,650,900	3,650,900	3,587,314	3,797,973
Workers' Compensation Insurance Fund	3,547,950	3,709,329	3,709,329	3,606,479	3,742,939
Group Health Insurance Internal Service Fund	2,046,441	2,049,766	2,049,766	2,079,127	2,079,327
Liability Insurance Internal Service Fund	2,898,506	2,868,290	2,868,290	2,874,076	2,874,566
Total Internal Service Funds	11,703,521	12,278,285	12,278,285	12,146,996	12,494,805
Total Revenues:	204,703,886	229,849,003	270,695,972	239,164,731	229,963,213

SUSTAINABILITY POLICIES	OUTCOMES ADVANCED							
	PEOPLE				PROSPERITY		PLANET	
	Access & Mobility	Health	Safety	Equity	Economic Benefit	Cost Effectiveness	Climate & Energy	Ecological Function
<i>Transportation System Management:</i> Implement Transportation System Management (TSM) programs and projects on major roadways across Santa Cruz County that increase the efficiency of the existing transportation system.	X				X	X	X	
<i>Transportation Demand Management:</i> Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.	X	X			X		X	
<i>Transportation Infrastructure:</i>								
Improve multimodal access to and within key destinations.	X	X	X	X	X		X	
✓ Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.	X	X	X		X		X	
Design system to reduce the potential for conflict between bicyclists, pedestrians, and vehicles.	X		X	X	X			
<i>Land Use:</i> Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.	X			X		X		X
<i>Safety:</i>								
Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.			X					
Encourage projects that improve safety for youth, vulnerable users and transportation disadvantaged.			X	X				
<i>Emergency Services:</i> Support projects that provide access to emergency services.	X		X		X			
✓ <i>Cost Effectiveness & System Maintenance:</i> Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.	X		X			X		
<i>Coordination:</i> Improve coordination between agencies in a manner improves efficiencies, and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).						X		



CITY COUNCIL AGENDA REPORT

DATE: 10/18/2016

AGENDA OF: 12/13/2016

DEPARTMENT: Public Works

SUBJECT: Monterey Bay Sanctuary Scenic Trail (Rail Trail) – Segment 7 (c401413) – Final Schematic Plan, Phasing Plan, Cooperative Agreement and Contract Amendment No. 2 (PW)

RECOMMENDATION: Motion to approve the Final Schematic Plan, Phasing Plan, Cooperative Agreement and Contract Amendment No. 2 with RRM Design Group for additional design services for the Monterey Bay Sanctuary Scenic Trail (Rail Trail) – Segment 7 (c401413) in the amount of \$77,750.00 and authorize the City Manager to execute the Cooperative Agreement and Contract Amendment No. 2, in a form acceptable to the City Attorney.

BACKGROUND: On November 24, 2014, Council authorized staff to advertise the Monterey Bay Sanctuary Scenic Trail Segment 7 (Natural Bridges to Pacific Avenue) Request for Qualifications for design and environmental review services and authorized the City Manager to execute a contract in a form acceptable to the City Attorney. The project services were awarded to RRM Design Group in the amount of \$798,533.00 which is funded by a grant and a local match. RRM had completed the master plan and were the designer of the Arana Gulch Multi-Use Trail projects.

On January 28, 2016, staff and RRM presented the preliminary schematic plan at an open house event where over 100 people were shown the proposed alignment and they had an opportunity to express their views and comments on the project. The project team has met with stakeholder groups and impacted departments to evaluate and incorporate comments and ideas into the project design, with the main focus on two significant proposed alignment changes at New Leaf Community Market and La Barranca Park.

On May 2, 2016, staff presented the La Barranca Park realignment option to the Parks and Recreation Commission. This option would have realigned a portion of the trail onto La Barranca Park to improve visibility, security, and emergency access to the trail. Commissioners and the public alike expressed concerns about impacts to the linear park users, the slope of the ramp between the park and rail being more difficult for riders and pedestrians, and the “no man’s land” that may happen to the remaining rail area when the public use is not provided for. In addition, redesign costs to study this alignment was \$95,584.00. The La Barranca option was withdrawn and Fire and Police have concurred that the original alignment adjacent to the rail line can work with lighting, security cameras, and widening of the trail, all of which has been incorporated into the Final Schematic Plan.

On May 24, 2016, Contract Amendment No.1 with RRM was approved by Council in the amount of \$54,420.00 for additional survey and alignment work to complete the project design, environmental review and construction documents.

In June 2016, after nine months of discussions, New Leaf Community Market and the land owner agreed to a parking lot reconfiguration that allows for the trail to be constructed on the coastal side of the tracks. With this major development, the project in its entirety, Natural Bridges Drive to Pacific Avenue (2.1 miles), is on the coastal side of the tracks, as shown on the Final Schematic Plan.

On September 19, 2016, staff presented the Final Schematic plan to the Transportation and Public Works Commission (TPWC). The Commissioners motion carried unanimously to recommend that the City Council approve the Final Schematic Plan and direct staff to complete construction documents based on the Final Schematic Plan.

DISCUSSION: The Final Schematic Plan typically represents the completion of the preliminary engineering phase, with enough information to complete the environmental studies and submit for permits. Since the TPWC meeting, a design development cost estimate of construction has been developed, staff finalized discussions with SCCRTC on a cooperative agreement for construction and maintenance of the project, tentative agreement has been reached with the CPUC for the crossings, and environmental studies have been initiated. (See Final Schematic Plans, Sheets TS-1.01 to CP-1.21). The most recent and unfortunate news is the project as designed, a 2.1 mile long and 16-foot wide all-weather trail, is estimated to cost \$8.15 million for construction. The current federal and state grants, and local construction funding is at \$4.5 million, presenting a \$3.65 million shortfall. The construction of the trail between California and Pacific is the most expensive section of the project, representing 70% of the project cost. It requires the most excavation, retaining walls, storm drains, lighting and security cameras. Subsequently staff and the consultant team evaluated the cost estimate and project design from three perspectives; 1) Acquire additional funding, 2) develop a less expensive full length project, and 3) phase the project.

While acquiring some additional funding may be possible for the project through Measure D or other grant funds, it's not likely to be available immediately and there are many competing interests. The project is funded by a federal earmark and STIP funding, both vulnerable funds and there is pressure to obligate the funds soon. Reducing the trail width to 12-feet and eliminating some more durable features that impact maintenance, reduces the cost estimate to \$6.25 million (\$1.75 million short fall). While a 12-foot trail is adequate for most uses, if the trail is as popular with the community as expected, a 16-foot wide trail is preferred as noted at the open house. The additional width helps to separate different modes of travel. In addition, the width reduction in the California-Pacific section can constrain emergency vehicle access when bikes and pedestrians are present.

The staff preferred approach is to phase the project to maximize the community benefit within the envelope of available funding. There is a logical opportunity, based on community need and use, and cost and funding to create two phases. Phase I, from Natural Bridges Drive to California Street, and Phase II, from California Street to Pacific Avenue are proposed. Funding exceeds the construction cost estimate of \$2.18 million for Phase I and the majority of the path is then complete and usable to its full community preferred 16-foot width. The original goal to improve access to west side schools, neighborhoods and Downtown is maintained, and access to the Beach Area and Eastside are via existing bike lanes and sidewalks on Bay, to West Cliff Drive and Beach Street facilities. See Phasing Plan.

Two options for Phase II were evaluated, constructing to the current proposed 16-foot width, which is estimated at \$5.98 million or to a more constrained 12-foot width which is estimated at \$4.43 million. For every additional foot of width there is a corresponding added foot in height and robustness of the wall, increasing costs by \$1.55 million between the two options. Staff recommends completing the design for the 16-foot wide trail for Phase I and a 12-foot wide trail for Phase II, the environmental review and coastal development permit (only needed for Phase II) so that it is shovel ready for future grant applications. The project cost estimate for both phases, as proposed is \$6.61 million, presenting a \$2.1 million shortfall for Phase II.

Staff is meeting with the project proponents and stakeholders to assess the concerns for this approach, and will report back to Council at the December 13 meeting. Staff has met with SCCRTC staff to determine the technical issues with the federal and state funding to phase the project. It is likely that we will have to amend the funding details with the California Transportation Commission early next year.

Staff seeks Council approval of the Final Schematic Plan (with a revision of Phase II to 12 feet wide) and Phasing Plan. Once the Final Schematic Plan is approved by Council, the construction plan and specification will begin in conjunction with obtaining environmental permitting and right-of-way certification. Construction bid set documents are anticipated to be brought back for Council approval and authorization to advertise in summer 2017.

Public Works and the City Attorney working with SCCRTC staff and County Counsel developed a cooperative agreement setting out the duties and responsibilities of the project construction and maintenance. The agreement specifies that the city is responsible for construction and maintenance of the constructed improvements. No funding is provided at this time for the maintenance, though one of Measure D's objectives is to fund trail maintenance. Liability for use is shared by both agencies. Addressing hazardous materials is the sole responsibility of the owner, SCCRTC. The minimum annual cost for Public Works and Parks Department to maintain the path is estimated at \$85,000 per year and equates to a half time FTE in Parks, using some existing staff resources, some new equipment and contract services. The costs will likely increase as additional services are identified by staff and requested by the community. In addition it is anticipated that the trail will have to be resurfaced every 10-15 years at a cost of \$100,000. These costs will be incorporated in the FY2019 budget process. Staff recommends approval of the Cooperative Agreement and a request that the SCCRTC consider reimbursing the City for annual maintenance costs. See Cooperative Agreement.

Staff recommends approval of Contract Amendment No. 2 with RRM, encapsulating RRM Amendment No. 4 in the amount of \$75,720, for the new alignment and associated changes between Swift Street and Fair Avenue (New Leaf) and additional intersection improvements at Bay Street and California Street. See Contract Amendment No. 2.

FISCAL IMPACT: The project design is funded in the current fiscal year and the project construction is proposed to be funded in FY 2017 and 2018. Funds include grants from Federal Earmark, State Transportation Improvement Program, City General Capital Improvement Program funds, local private and nonprofit donations including \$50,000 from the Coastal Conservancy Grant and a \$50,000 donation from Friends of the Rail & Trail (FORT). Staff and its partners continue to explore additional grants and donations as needed. Staff is exploring using Measure D, and additional grants and donations to compensate for the additional design costs.

Prepared by:
Christophe J.Schneider
Assistant Public Works Director/City
Engineer

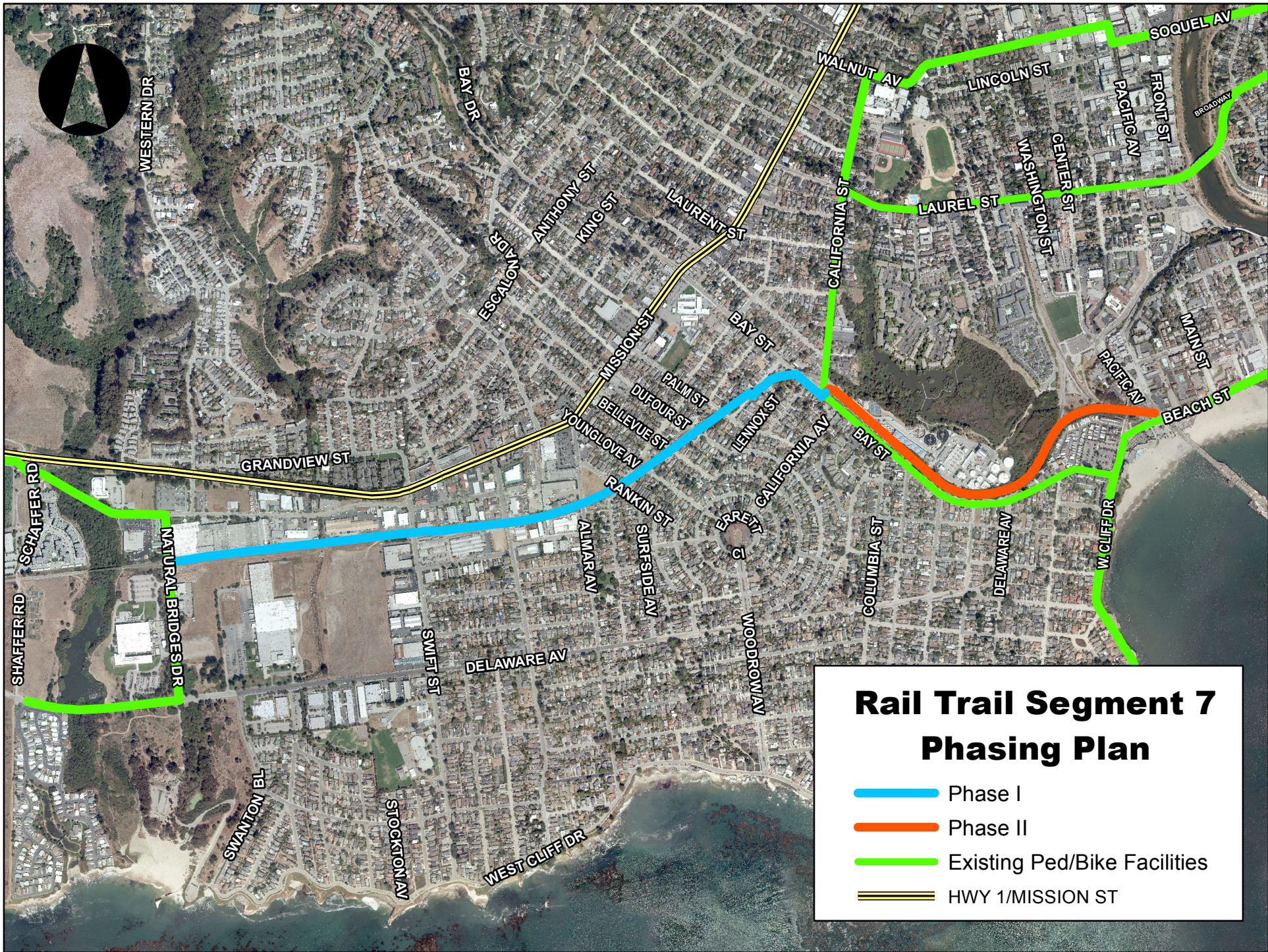
Approved by:
Martin Bernal
City Manager

Prepared by:
Nathan Nguyen
Associate Engineer

Submitted by:
Mark R. Dettle
Director of Public
Works

ATTACHMENTS:

Final Schematic Plan, Sheets TS-1.01 to CP-1.21
Phasing Plan
Cooperative Agreement
Contract Amendment No. 2



TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: 2017 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) identify State or Federal legislative issues the Regional Transportation Commission (RTC) should consider, pursue or monitor in 2017.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County. Working with the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), other transportation entities, and its legislative assistants, monitors legislative proposals, the RTC notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff is in the process of developing the RTC's 2017 State and Federal Legislative Programs. **Staff recommends that the RTC's advisory committees provide input on the draft legislative priorities (Attachment 1) and identify any additional issues that the RTC should consider, monitor or pursue in 2017.** Following committee reviews of the draft legislative program, the RTC is expected approve the Legislative Programs at its January or February 2017 meeting.

Given that traditional revenue sources, such as gas taxes, are unpredictable, have dropped significantly in recent years, and generate less than half of what is needed to operate, maintain, and improve the transportation system, the recommended legislative priorities for 2017 once again focus on preserving funds designated for transportation and generating new, more stable revenue sources. Staff recommends that the RTC continue to support legislative proposals that: increase funds for local roadway preservation, transit, active transportation, the Freeway Service Patrol, the State Transportation Improvement Program (STIP) and other programs.

New stable funding is desperately needed, especially since the drop in gasoline and diesel prices is resulting in severe reductions in revenues designated for local streets and roads, the State

Transportation Improvement Program (STIP), the State Transit Assistance (STA) program, and other programs. While the California legislature considered significant transportation funding proposals earlier this year, the legislature was unable to reach a deal that would meet the two-thirds vote requirement. While the Governor, state legislative leaders, and President-elect Trump have indicated they will make infrastructure funding a priority next year, many anticipate that both federal and state leaders will instead be focused on health care, immigration and other non-transportation issues.

SUMMARY

Committee members are encouraged to suggest items for the RTC to consider for its 2017 Legislative Program.

Attachment 1: Draft 2017 Legislative Program

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**Santa Cruz County
Regional Transportation Commission
2017 STATE Legislative Program**

DRAFT

Transportation Funding

- **Restore and Stabilize Funding:** Support legislation and other efforts to restore, increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects.
 - Protect transportation funds, including Highway Users Tax Account (HUTA), transit, and regional funds from diversion to other State programs, including General Fund debt repayment.
 - Restore the price-based excise tax to 18-cents per gallon and eliminate annual adjustments.
 - Constitutionally protect all current and future taxes and fees imposed on motor vehicles from being loaned to the General Fund, used to pay general obligation bond debt service, or diverted to other non-transportation purposes.
 - Restore, protect and expand the funding and decision-making role of local and regional agencies, rather than the State making top-down funding decisions that are not community-based.
 - Restore State Transportation Improvement Program (STIP) county-shares. Nearly \$7 million needs to be restored to our region.
- **Increase State Funding for All Transportation Modes:**

State investments have not kept pace with the demand and cost to maintain and operate California's transportation system. Immediate and long-term sustainable solutions are needed.

 - **Immediate measures:** Support measures that immediately increase funds for transportation - index and increase state gas tax; support new transportation bonds and new vehicle license and/or vehicle registration fees; increase funds for the Freeway Service Patrol program.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Redirect and Increase Weight Fees:** Restore the \$1 billion/year in truck weight fees that have been diverted to pay for General Fund bond debt obligations and restore all the of the price-based gas tax to STIP and Local Streets and Roads.
 - **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Broaden the definition of "disadvantaged communities" to ensure areas in Santa Cruz County that are recognized as such under most understandings of the term are not excluded from the definition used for the Cap and Trade program.
 - **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.
 - **Distribution:** For any statewide or federal revenues, ensure a strong role for regional agencies in planning and determining transportation investment priorities; ensure funds are distributed equitably and not disproportionately distributed to large regions.
 - **Support multimodal transportation system:** Support legislation that increases funding for and supports implementation of complete streets, active transportation bike, pedestrian, and transit projects, transit-oriented development.

- **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets
 - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, including new gas taxes and vehicle registration fees.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fees. *(SB83 cleanup)*
- **Lower Vote Threshold:** Support efforts to amend the constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation
 - Transit projects
 - Santa Cruz Branch Rail Line
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)

Project Implementation

- **Streamlining & Expediting:**
Support legislation and other efforts that modernize and accelerate project delivery and the creation of jobs.
- **Advanced Mitigation:**
Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing.
- **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:**
Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways. Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.
- **Encroachments**
Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **Active Transportation Facilities:**
Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian safety countermeasures; providing additional direction and consistency for accessible pedestrian design.
- **Administrative:** Allow advance payment of planning, programming, and monitoring (PPM) and other program funds, in order to resolve cash flow challenges faced especially by small regional agencies, including the RTC.



**Santa Cruz County
Regional Transportation Commission**

DRAFT

2017 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Transit operations and capital projects
 - Local street and roadway preservation
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
 - 511 implementation
- **Stabilize and Increase Funding**
 - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account, current per-gallon gasoline fees are insufficient.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County.
- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
- **FAST Implementation**
 - Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that DOT implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on projects.
 - **Active Transportation:** Support continued funding for pedestrian and bicycle projects
 - **Transit:** Support increased funding for transit, continued growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), and increase funds for ADA implementation.
- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation or expand eligibility for CMAQ to Santa Cruz County.
- **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.
- **TIGER:** Maintain the TIGER program
- **Marketplace Fairness:** Allow states and local governments to collect sales taxes on out-of-state online purchases, which would increase TDA and local sales tax revenues.

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TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Karena Pushnik, Senior Transportation Planner/Public Information Coordinator

RE: Measure D – Transportation Improvement Program

RECOMMENDATION

This item is for information. No action required.

BACKGROUND

The Regional Transportation Commission is designated by the state as the regional transportation planning agency responsible for local transportation planning, policy and funding. Through the development of the long range *Regional Transportation Plan*, the agency has consistently for decades identified funding as a major challenge, for three main reasons: our county has a difficult time competing with larger urban areas for state and federal dollars, our county does not have a local transportation fund that can be used on a broad spectrum of transportation projects, and because the amount of available state and federal transportation continues to dwindle and become more unreliable.

Three previous efforts took place in an attempt to increase revenue for local transportation projects: the Measure J 1/2-cent sales tax in 2004; the Transportation Funding Task Force (TFTF) in 2006-2007; and a \$10 Vehicle Registration Fee (VRF) in 2012. Measure J received 42% of the vote and would have committed 65% of the 1/2 cent sales tax to Highway 1. A super-majority of the TFTF agreed upon a package of transportation projects; however, the economy took a turn for the worse and the RTC board decided not to move forward with placing the measure on the ballot. The VRF would have brought in only 1/9th of the revenue of a sales tax, thereby limiting the transportation investments. With polling showing support for the VRF close to the 2/3rds vote threshold, the RTC board decided to spend the time and energy to pursue a sales tax measure in 2016, based on findings in the 2014 Regional Transportation Plan.

Thorough analysis of local transportation needs, financial projections, sustainability examination (STARS), priority project findings, and public engagement were included in the *2014 Regional Transportation Plan*. The outcome clearly indicated that projected transportation needs are great and projected funding is insufficient. Following adoption of the 2014 RTP, the Commission began an intensive phase of community discussion to determine the Expenditure Plan project categories and funding levels for a 1/2-cent sales tax ballot measure dedicated to addressing some of the region's transportation needs.

A draft Expenditure Plan was approved at a public hearing in December 2015. The final Expenditure Plan and ballot measure Ordinance, with modifications based on extensive community engagement, was adopted by the RTC in June 2016 and the measure was placed on the November 8, 2016 ballot, designated as Measure D.

DISCUSSION

At the time of this writing, the semi-official results from Santa Cruz County Elections Department indicate that Measure D secured more than the 2/3 majority needed to pass with almost 80,000 yes votes or 67.46% of the votes cast on Measure D. Interest in Measure D was high as evidenced by the fact that 94% of local ballots received included a vote on the measure. The final vote will be certified by the RTC meeting, no later than December 6. Attached is the [final Expenditure Plan](#) of projects approved by a super-majority of voters as Measure D ([Attachment 1](#)).

The success of Measure D can be attributed to many things including the following (not in any particular order):

- The RTC Board's vision, leadership, trust, and diligent work
- A well-crafted, inclusive package of transportation projects based on the community's diverse mobility needs
- A huge number of businesses, organizations, and community members stepping up to publically endorse and support Measure D
- A well organized, well funded, and expertly implemented private campaign
- Financial support by a broad base of businesses, organizations and individuals
- The public's enthusiasm for supporting transportation improvements to make neighborhood travel better, make it easier for kids to bike and walk to school, provide mobility for seniors and people with disabilities, improve regional travel and invest in options that reduce greenhouse gas emissions

In California, the November election contained 14 different transportation measures. All but one are sales tax measures. At the time of this writing, it appears that 7 of the 14 measures passed ([Attachment 2](#)). Executive Director George Dondero will attend the Self Help Counties Coalition meeting in early December to hear more from other counties and share information about Measure D.

Next Steps

In terms of next steps, the Measure D half-cent sales tax will go into effect on April 1, 2017. The Board of Equalization (BOE) will work with retailers to begin collecting revenues, with the first receipts anticipated by Summer 2017.

RTC staff has begun work on administrative, fiscal, agreement, independent oversight committee, and accountability requirements according to the Measure D Santa Cruz County Transportation Improvement Plan Measure adopted by voters.

RTC staff held an initial meeting with Measure D fund recipient entities to discuss required agreements, annual reporting, development of five-year programs of projects, maintenance of effort, audits, revenue and timing. The public will have input into projects included in recipient agencies' five-year program of projects through the cities and County, Santa Cruz Metro Transit District, Community Bridges and the RTC board meeting process.

The RTC is also responsible for developing an Implementation Plan, to be updated at least every five years, which will detail revenue projections, possible financing tools, project scope, cost, and delivery schedules, and other information needed to deliver the Expenditure Plan within the 30-year time horizon. RTC staff will present reports and recommendations to the RTC board as they are developed.

SUMMARY

A super-majority of voters in Santa Cruz County said yes to the Measure D - Transportation Improvement Program, passing the measure by over the 2/3 vote requirement (*67.46% at the time of this writing*). The Regional Transportation Commission worked with a multitude of organizations and the community over the last two years to help the community understand the varied transportation needs, the benefits of becoming a transportation self help county and the well-rounded measure before voters. The RTC board will be receiving more detailed reports about Measure D implementation in the coming months.

Attachments:

1. Measure D-Transportation Improvement Program Expenditure Plan of Projects
2. 2016 California Transportation Measures

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Santa Cruz County
2016 Transportation Improvement Plan - Expenditure Plan
- Approved by the RTC board on June 16, 2016-

Overview

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

SUMMARY OF TRANSPORTATION INVESTMENTS	% of Funds	\$ Millions
Neighborhood Projects	30%	\$150
Direct Allocation to Cities and County		
Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects		
San Lorenzo Valley Hwy 9 Corridor Improvements - \$10 million		
Highway 17 Wildlife Crossing - \$5 million		
Highway Corridors	25%	\$125
Highway 1 Corridor		
Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park		
Bicycle and pedestrian over-crossings		
Traveler Information and Transportation Demand Management		
<i>Example Programs: Cruz511, Carpool/Vanpool Programs</i>		
Highway Safety and Congestion Reduction Programs		
<i>Example Programs: Freeway Service Patrol and Safe on 17 Enforcement</i>		
Transit for Seniors and People with Disabilities	20%	\$100
Direct Allocation to Service Providers		
Santa Cruz METRO (16%) \$2.7 M/year		
Community Bridges Lift Line Paratransit Service (4%) \$680k/year		
Active Transportation	17%	\$85
Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)		
Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services		
Rail Corridor	8%	\$40
Infrastructure Preservation and Analysis of Options		
<i>Example Projects: Analysis (including environmental analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs</i>		
Total	100%	\$500

DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

Neighborhood Projects – 30% per year

Direct Allocation to Cities and County

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

San Lorenzo Valley Highway 9 Corridor

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

Highway 17 Wildlife Crossing

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

Highway Corridors – 25%

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

Highway 1 Corridor

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

New bridges for cyclists and pedestrians

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

Traveler Information and Transportation Demand Management

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

Highway Safety and Congestion Reduction Programs

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

Transportation for Seniors and People with Disabilities – 20% per year

Direct Allocation to Service Providers

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (16% or approximately \$2.75 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (4% or approximately \$680,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

Active Transportation – 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

Rail Corridor – 8%

Infrastructure Preservation and Analysis of Options

Eight percent of Measure Revenues (approximately \$40 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line. The Measure Revenues do not include funding for any new train/rail service. If the Regional Transportation Commission determines that the best use of the corridor is an option other than rail transit, funds may be utilized for other transportation improvements along and near the corridor.

Notes

(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e., present day purchasing power) of the Measure Revenues is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.

(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.

(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.

(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).

(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design engineering, and public input, as applicable.

(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

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2016 Transportation Measures by County

(as of 12/2/16, results may not be final)

Pass	% Yes	County	Sales Tax	Total Amount (\$millions)	Years
Yes	67.77	Santa Cruz (D)	½ cent	\$500	30
Yes	71.15	Los Angeles (M)	½ cent	\$860/year	n/a
Yes	70.33	Merced (V)	½ cent	\$450	30
Yes	67.71	Monterey (X)	3/8 cent	\$600	30
Yes	71.74	Santa Clara (B)	½ cent	\$6,314	30
Yes	71.95	Stanislaus (L)	½ cent	\$960	25
Yes	70.07	SF BART (RR)	Bond	\$3,500	48
No	34.82	San Francisco (K)	¾ cent	\$3,700	25
No	58.32	San Diego (A)	½ cent	\$18,200	40
No	63.45	Contra Costa (X)	½ cent	\$2,910	30
No	66.19	San Luis Obispo (J)	½ cent	\$225	9
No	63.80	Placer (M)	½ cent	\$1,590	30
No	56.90	Ventura (AA)	½ cent	\$3,300	30
No	57.91	San Benito* (P)	½ cent	\$240	30
No	44.29	Solano* (H)	½ cent	\$180	5

* - Failed in June 2016

TO: Bike Committee

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing

RECOMMENDATIONS

Staff recommends that the Bike Committee create an ad-hoc committee to participate in a stakeholder group meeting for the purposes of working with the consultant team in development of the overcrossing design features and operational considerations leading to identification of the preferred alternative.

BACKGROUND

In November 2016, the RTC authorized awarding a contract with the consultant team lead by Moffat and Nichol to complete the preliminary design and environmental documentation for the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing project.

DISCUSSION

Highlights of the scope of services include the following work elements:

- Utilize base mapping and data collected as part of the preliminary design work for the Highway 1 Corridor project.
- Conduct four focused stakeholder meetings to identify areas of concern and project priorities in the development of up to five design alternatives for the overcrossing structure and approaches.
- Conduct a public workshop to review the project alternatives including presentation of 3D visualizations of 2 alternatives that optimize the goals identified in the stakeholder meetings with the goal to identify a potential preferred alternative prior to beginning the environmental analysis;
- Utilize the technical studies currently in development for the Final Highway 1 Tiered Environmental Document to expedite completion of the environmental process. Note the project timeline assumes that impacts to the California red-legged frog will be avoided on the north side of the freeway. In the event impacts protected resources are not avoidable, the environmental process will take considerable longer than currently estimated.

- Development of aesthetic design features of the overcrossing will be completed during the final design phase of the project (including participation in that process as was done for the La Fonda Avenue Overcrossing).

As of this writing, a consultant contract is not yet executed but staff anticipates issuing a Notice to Proceed in the first full week of December. Subject to updating the completion dates, the initial draft milestone schedule is attached (Attachment 1) to help describe the project development process. Staff will provide an updated milestone schedule at the meeting if one is available at that time.

Following collection of data and surveys of the project area, staff will meet with Santa Cruz County, Caltrans, utility companies and agencies to prepare a utility base map and record ownership rights and relocation liabilities. Following collection of this data, the consultant team will meet with community/stakeholders for the purpose of understanding their vision, goals, and priorities for the project.

To facilitate this process, **staff recommends that the Bike Committee create an ad-hoc committee to participate in a stakeholder meeting for the purpose of working with the consultant team in development of the overcrossing design features and operational considerations leading to identification of the preferred alternative.**

Staff anticipates stakeholder meeting to be held in late January/early February. Staff will work with the Bike Committee to present and get feedback on the preferred conceptual design prior to finalizing that work phase and initiating environmental analysis.

SUMMARY

Staff is in process of executing a service agreement with the consultant team lead by Moffat and Nichol. Highlights of the scope of services includes work with a community/stakeholder groups to identify areas of concern and project priorities in the development and consideration of design alternatives leading to selection of a preferred alternative. An initial draft milestone schedule (Attachment 1) is offered to help describe the project development process and subject to updating the completion dates once a Notice to Proceed is issued. To facilitate the project development process, **staff recommends that the Bike Committee create an ad-hoc committee to participate in a stakeholder meeting for the purpose of meeting with the consultant team in development of the overcrossing design features and operational considerations leading to the identification of the preferred alternative.**

Attachments:

1. Draft Milestone Schedule, November 3, 2016

Attachment 1

**Mar Vista POC
Draft Milestone Schedule
November 3, 2016**

Milestone	Completion Date
Notice to Proceed	11/7/2016
Data Collection/Surveys	12/16/2016
Alternatives Analysis/Conceptual Design	1/13/2017
Technical Design Meeting No. 1	12/16/2016
Technical Design Meeting No. 2	2/17/2017
Stakeholder Meetings	1/13/2017
Public Workshop	2/21/2017
Finalize Conceptual Design	3/3/2017
Conduct and Complete Environmental Technical Studies	9/15/2017
Prepare Design Studies & Reports	11/10/2017
Prepare Design Exception Fact Sheets	12/8/2017
Submit Draft IS/MND	12/8/2017
Submit Bridge APS&Preliminary Plans	2/16/2018
Submit Draft Project Report	2/16/2018
Submit Six-Page Cost Estimate	3/2/2018
Environmental Clearance and Project Report Approval	6/22/2018