



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

AGENDA
Thursday, March 23, 2017
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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

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

4. Additions 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.

5. Approve Minutes of the December 15, 2016 ITAC meeting – p. 3

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. User Oriented Transit Planning Project/Cruz511 In Your Neighborhood – p. 7
 - a. Staff report – Grace Blakeslee
 - b. Attachment
8. Regional Transportation Plan (RTP) Constrained Project List and Metropolitan and Regional Transportation Plans (MTP/RTP) Update – p. 10
 - a. Staff report – Ginger Dykaar
 - b. Attachments

9. Measure D Implementation Updates – p. 57
 - a. Staff report – Rachel Moriconi
 - b. Attachments
10. Legislative updates –p. 86
 - a. Staff report – Rachel Moriconi
 - b. Attachments
11. Active Transportation Program (ATP) Update - p. 94
 - a. Staff report
12. Election of 2017-2018 Chair and Vice Chair
13. Next Meeting – The next ITAC meeting is scheduled for April 20, 2017 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Adjourn

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 Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@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 juntas de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)

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.

S:\ITAC\2017\Mar2017\Mar2017-ITACagenda.docx



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

DRAFT MINUTES

Thursday, December 15, 2016 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, University of California at Santa Cruz (UCSC)
Chris Schneider, Santa Cruz Public Works
Barrow Emerson, Santa Cruz Metropolitan Transit District (METRO)
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Association of Monterey Bay Area Governments (AMBAG)
Steve Jesberg, Capitola Public Works
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Steve Wiesner, County Public Works and Planning Proxy

RTC STAFF PRESENT: Grace Blakeslee, George Dondero, Ginger Dykaar, Rachel Moriconi

1. **Call to Order:** Chair Wiesner called the meeting to order at 1:30 p.m.
2. **Introductions:** Self introductions were made.
3. **Oral Communications:** Steve Wiesner reported that at the California State Association of Counties (CSAC) annual meeting he learned that transportation is a priority for state leaders and counties statewide are struggling to maintain local roads.
4. **Additions or deletions to consent and regular agendas:** None.

CONSENT AGENDA

5. **Approved Minutes of the September 15, 2016 ITAC meeting** (*Fontes/Buika*). *The motion passed with Buika, Emerson, Fliesler, Fontes, Friedrich, Jesberg, and Wiesner voting yes. Members Schneider and Rasmussen abstained.*

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents

Santa Cruz – Chris Schneider reported that council approved design schematics for Segment 7 of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and an agreement with RTC regarding trail maintenance and liability. The Highway 1/9 intersection project is at 65% design, with right-of-way to begin in 2017. Claire Fliesler reported that 21 signalized

intersection pedestrian safety upgrades were approved for HSIP funds; and other pedestrian-head upgrades are done.

Regional Transportation Commission (RTC): Rachel Moriconi reported that the RTC released the Request for Proposals (RFP) for the Highway 9 Corridor Plan and awarded a contract for environmental review of the Highway 1/Mar Vista bike/pedestrian crossing.

METRO – Pete Rasmussen and Barrow Emerson reported that new service changes went into effect on December 15, adding in 5 new trips. Ridership has dropped 7%, as compared to the 12-15% service reductions. METRO has had some challenges due to driver shortages, buses breaking down, and Highway 17 buses being full. Mr. Emerson reported that METRO plans to evaluate options for Measure D funds January – March. METRO is also evaluating options for the Pacific Station renovation, given current funding shortfalls. METRO and City of Santa Cruz will also be evaluating commuter benefit/transportation demand management/trip reduction ordinance options for downtown Santa Cruz. METRO is also evaluating bus on shoulders, articulated buses; and working with RTC on several planning efforts; and working on administrative policies for bus stops.

Capitola – Steve Jesberg reported that the city has finished several roadway rehabilitation projects; and widening sidewalks along Park Ave, Kennedy, and Monterey Avenue. The city is also working on signal synchronization on 41st Avenue from Jade St/Brommer to Clares; and a complete streets project on Clares from Wharf Road to 41st Ave.

UCSC – Teresa Buika reported that bus schedules have been modified due to shifting class schedules and growing enrollment. UCSC is also looking at EV charging for Level 1 and Level 2 facilities; and possible new bike share and TDM programs with the City of Santa Cruz.

Watsonville – Murray Fontes reported that the Freedom Boulevard reconstruction project is finishing up; Main Street pedestrian improvements, including wider sidewalks are under development.

County of Santa Cruz – Steve Wiesner reported on El Rancho Road, Highland Way, Granite Creek Road, Glen Haven Drive, and other storm damage and bridge scourer projects. The county is seeking a Caltrans grant to develop a Complete Streets/Active Transportation plan. Noting challenges in securing funds from the state Active Transportation Program (ATP), committee members discussed meeting to identify opportunities to collaborate on and seek modifications to future grant applications. Mr. Wiesner noted that construction continues on the Twin Lakes/East Cliff Dr. beach front project; a contract has been awarded for the Aptos Village project, which includes traffic signals and other multimodal components; and green bike lanes near Paul Sweet Road/Highway 1 on Soquel Drive.

7. Unified Corridor Investment Study - Draft Goals, Performance Measures and Projects for Scenario Analysis

Ginger Dykaar provided an overview of the Unified Corridor Investment Study for three parallel routes between Aptos and Santa Cruz: Highway 1, Soquel Avenue/Drive, and the Santa Cruz Branch Rail Line. The project will include scenario analysis of how different groups of projects meet a range of performance measures. Public outreach will include online surveys, stakeholder meetings, and a public workshop on January 12. Grace Blakeslee

solicited input on draft goals, performance measures and projects for the scenario analysis. A consultant is being hired to conduct the technical analysis. Committee members provided comments and suggestions, including suggestions that the study look at quality of life criteria, the range of uses of the rail corridor, Highway 1 San Lorenzo River Bridge and Mission St/Chestnut St intersection improvements, the impact lane reductions have on parallel roadways and throughput, Santa Cruz METRO's priority project list, including automated vehicle location (AVL), the economic impact of proposals, including removal of parking, policy-level projects – such as no parking or left turns during certain hours, new technology and TNCs, and congestion near schools.

8. Draft 2017 RTC Legislative Program

Rachel Moriconi solicited input on the draft 2017 state and federal legislative programs for the Regional Transportation Commission (RTC). Committee members emphasized the need for a fix to the diminishing gas tax and transportation funding overall and the need for better coordination and funding for electrification infrastructure. Barrow Emerson suggested that ITAC member agencies meet in the early fall each year to discuss legislative priorities and develop consistent legislative programs countywide.

9. Measure D – Transportation Improvement Plan (TRIP) Update

Rachel Moriconi reported on the passage of Measure D, highlighted requirements in the Ordinance, and the general timeline for implementing Measure D. Committee members suggested that the 5-Year Program of Projects for recipient agencies (cities, county, and transit) might be developed in the spring, with annual reports on prior year expenditures provided in the fall after the close of each fiscal year. Recipient agencies requested that RTC provide revenue estimates and direction on use of the funds as soon as possible.

10. Regional Transportation Plan - Preliminary Local Revenues Financial Projections

Rachel Moriconi reported that the Association of Monterey Bay Area Governments (AMBAG) and the RTC are developing the Financial Element for the 2040 Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP), which estimates how much revenue will be available to operate, maintain, and improve the multimodal transportation system. She requested that local agencies review and provide updates for local revenue sources.

11. Options for Use of the Rail Corridor – *Item presented and discussed after Item 7*

George Dondero provided information on possible uses of the Santa Cruz Branch Rail Line, including a rail with trail, rail transit, trail-only, and bus rapid transit. Committee members mentioned challenges with bridges, importance of transit options, range of responses to locomotive-driven holiday trains, right-of-way needs for bus rapid transit, Express BRT possibilities to the University from Bay/California and Delaware/Western, the need for mass transit analysis of cost and ridership for BRT. Committee members suggested that the RTC start with a screening process for different options, rather than conducting California Environmental Quality Act (CEQA) environmental review of the range of options. In response to questions from the committee, Director Dondero reported that the Unified Corridor Study will inform the evaluation of rail corridor options, that the rail corridor analysis will cover the

entire rail line. The detailed analysis, including CEQA, is expected to take two to three years. Work on sections of the trail now in progress should continue as planned.

12. Next meeting: The next ITAC meeting is scheduled for January 19, 2017 at 1:30pm in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. *That meeting was subsequently cancelled.*

The meeting adjourned at 3:50 p.m.

Minutes prepared by: Rachel Moriconi

S:\ITAC\2016\Dec2016\Dec2016-ITACminutes.docx

AGENDA: March 23, 2017

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Grace Blakeslee, Transportation Planner

RE: User Oriented Transit Planning Project/Cruz511 In Your Neighborhood

RECOMMENDATIONS

Staff recommends that the ITAC receive an update on the User Oriented Transit Planning Project, now referred to as Cruz511 In Your Neighborhood.

BACKGROUND

The User Oriented Transit Planning Project will provide the information necessary to understand if individualized marketing is an effective strategy for advancing Santa Cruz County's regional transportation goals, including a reduction in vehicle miles traveled and greenhouse gases, and a shift from driving to alternative modes.

DISCUSSION

Project Development

The User Oriented Transit Planning Project development phase is wrapping up. Project development included:

1. identifying the methods expected to garner the greatest level of participation;
2. selecting market segments to test individualized marketing techniques;
3. identifying outreach strategies that are most likely to affect travel choices;
4. creating information to inform households about the program and invite them to participate; and,
5. developing customized neighborhood specific materials about access to transit, bicycling and walking and compiling relevant 'how to' guides and local area transportation resources.

Neighborhoods

RTC selected neighborhoods as the focus of the individualized marketing pilot project because of households common access to transportation options and popular nearby destinations, and the potentially shared household characteristics in neighborhoods. After review of neighborhoods countywide, RTC staff identified two neighborhoods to participate in the User Oriented Transit Planning project, now referred to as Cruz511 In Your Neighborhood. One neighborhood, referred to as the Central Wastonville Neighborhood, includes an estimated 3,400 households located within approximately ¼ mile of Freedom Boulevard and Main Street between Crestview Drive and Sonoma Street and 2nd Street and Maple Avenue ([Attachment 1](#)). The other neighborhood, referred to as

the Eastside Santa Cruz Neighborhood, includes an estimated 3,100 households located within approximately ¼ mile of Soquel Avenue or Water Street between Ocean Street and Dakota/ Riverside Avenue and Morrissey Avenue and Frederick Street ([Attachment 1](#)).

Project Implementation

Implementation of Cruz511 In Your Neighborhood is ready to get underway and includes:

1. informing households about the project;
2. soliciting information from individuals about their travel behavior;
3. inviting individuals to order customized travel resources and personalized assistance;
4. identifying individuals most likely to change behavior through expressed interest;
5. providing participants with transportation resources specific to their neighborhood and travel interests;
6. contacting participants who ordered information about transportation alternatives to see if they would like personalized assistance;
7. asking participants if their use of transportation modes, or their awareness and attitudes about alternatives to solo-driving has changed as a result of the information they received about transportation options;
8. analyzing the project's effectiveness; and,
9. preparing of a final report documenting the project activities and results including a tool kit for how the project could be implemented in other locations.

RTC staff will use two strategies for soliciting information from individuals about their travel behavior and inviting participation in Cruz511 In Your Neighborhood. One strategy is to solicit participation by mail and the other is to solicit participation through the use of travel advisors. Travel advisors are individuals who canvas neighborhoods, speak with individuals at their household about the program, and solicit information about their travel behavior and interest in transportation alternatives at their door step.

Project Schedule

- Project Initiation & Design: February-June 2016
- Project Development: June 2016- February 2017
- Project Implementation: March -June 2017
- Project Analysis: July- August 2017
- Project Report: November 2017

SUMMARY

The User Oriented Transit Travel Planning Project will test the application of individualized marketing on travel behavior in Santa Cruz County with the focus of encouraging solo-drivers to switch transportation modes. RTC staff identified two neighborhoods, Eastside Santa Cruz and Central Watsonville, to participate in the User Oriented Transit Planning project, now referred to as Cruz511 In Your Neighborhood.

Attachments:

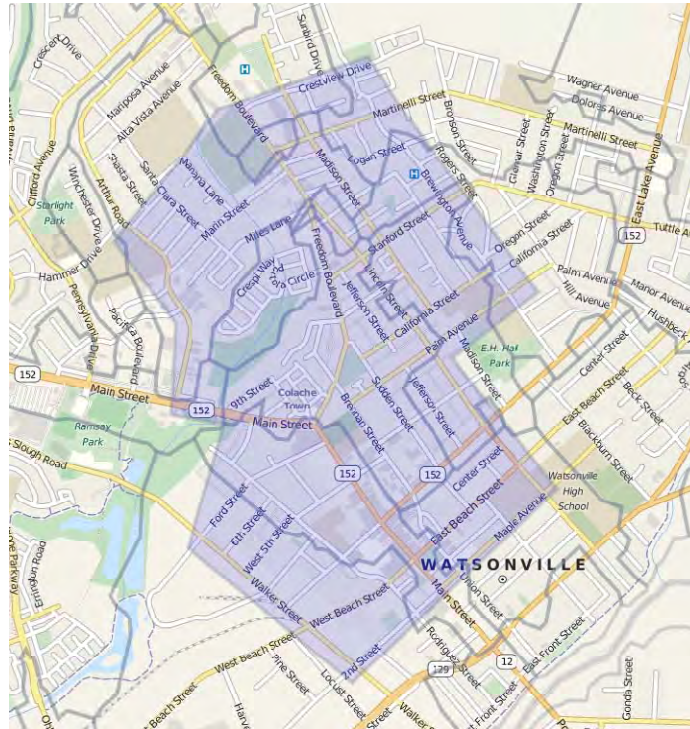
Attachment 1: Map of Participating Neighborhoods

I:\COMSOL\Individualized Marketing\UserOrientedTransitProject\StaffReports\2017March\ITAC\SR-UserOrientedTransit_Jan2017.docx

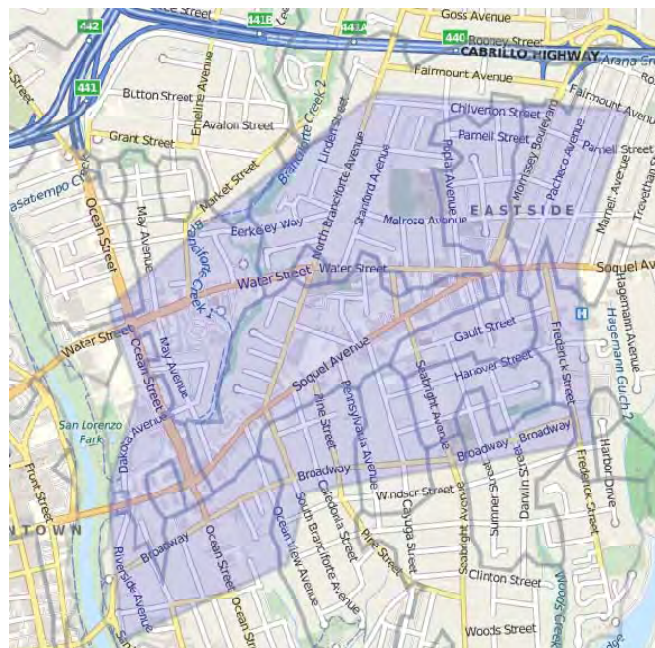
Attachment 1

User Oriented Transit Plan- Cruz511 In Your Neighborhood

Central Watsonville Neighborhood



Eastside Santa Cruz Neighborhood



AGENDA: March 23, 2017

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar, Transportation Planner

RE: Financially Constrained Project List for 2040 Transportation Plans

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee review and provide comments on the financially constrained projects ([Attachment 1](#)) for inclusion in the 2040 Santa Cruz County Regional Transportation Plan, Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan Sustainable Communities Strategy (MTP-SCS) and evaluation in the program-level Environmental Impact Report (EIR).

BACKGROUND

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan Sustainable Communities Strategy (MTP-SCS) for the Monterey Bay region. To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG and regional partners to develop components that can be used for both transportation plans.

These long range transportation plans include a policy element, a financial element and an action element. The policy element includes the goals, policies and targets that guide transportation funding decisions and prioritization. The draft goals, policies and targets were approved by the RTC in March 2016. The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs over the next 22 years. The Action Element identifies the list of transportation needs in the region through 2040. Over the past year, project sponsors, RTC committees, and members of the public have identified projects to be considered for the RTP/MTP project list. The complete list of transportation project needs was approved by the RTC in August 2016.

DISCUSSION

Given the significant gap between the cost to operate, maintain, and improve the transportation system in Santa Cruz County through 2040 (\$7.0 billion) and projected revenues (\$3.3 billion over that same timeframe), the project list for the RTP must now be divided into a “financially constrained” list (projects that could be implemented with foreseeable revenues through 2040) and “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated).

Over the past two months RTC committees, project sponsors and members of the public have provided their input on the projects to be considered for the 2040 RTP and 2040 MTP-SCS financially constrained project list. Based on this input, staff has developed recommendations for which projects should be included in the financially constrained project list ([Attachment 1](#)). Projects identified by the public are listed in [Attachment 2](#). Many of the projects that were recommended by the public are already on the constrained project list. **RTC staff requests that the project sponsors review the input from public on the projects to include or not include on financially constrained list.** The mix of transportation projects proposed for the draft constrained list strives to advance the goals of the RTP through the 2040 timeframe with emphasis on maintenance and improving options for alternative means of transportation. The 2040 RTP and 2040 MTP-SCS are considered minor updates and projects on constrained list are similar to the 2014 RTP and 2035 MTP-SCS.

The ITAC should inform staff at this meeting if there are specific projects which the project sponsors would like moved between the constrained and unconstrained project lists. In some instances, projects which are identified as “unconstrained” may be high priorities, but given funding constraints may not be financially feasible given current funding sources and projections.

NEXT STEPS

- April 10, 2017 – AMBAG will host Public Workshop in Watsonville ([Attachment 3](#))
- May, 2017 - AMBAG staff will bring the financially constrained project list to their board for approval which will determine the transportation projects that will undergo program-level environmental review for the MTP-SCS/RTP.
- May 2017 – December 2017 The RTC/AMBAG approved list will undergo program level environmental review.
- December 2017 - The draft RTP, MTP and EIR released for public review.
- June 2018 - Final RTP approved by the RTC and SCS/MTP approved by AMBAG.

SUMMARY

RTC staff is developing the 2040 Santa Cruz County Regional Transportation Plan and working with AMBAG to develop the 2040 Metropolitan Transportation Plan - Sustainable Communities Strategy. Both are scheduled for approval in June 2018. Staff recommends that the ITAC review the draft constrained project list for inclusion in the 2040 RTP and the 2040 MTP-SCS. The Santa Cruz County RTP constrained project list will be brought to the RTC for approval in April 2017.

Attachments:

1. Draft Constrained Project List
2. Comments from Public on Constrained Project List
3. AMBAG flyer on MTP-SCS Public Workshop in Watsonville

Draft 2040 Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

Projects listed by lead agency, in alphabetical order by project name.

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

"Constrained" represents amount of project cost that could be funded with revenues anticipated through 2040.

While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Caltrans					
Collision Reduction & Emergency Projects	CT-P46	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$732,380	\$219,714	\$512,666
Hwy 17 Access Management - Laurel Rd/Sugarloaf Rd/Glenwood Cutoff Area Grade Separation Concept	CT-P52	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	\$0	\$40,000
Hwy 17 Access Management - Multimodal Improvements	CT-P50	Multimodal improvements including park and ride improvements, and facilities serving separated bike/ped crossing or express transit route.	\$20,000	\$0	\$20,000
Hwy 17 Access Management - Old Santa Cruz Hwy Area Grade Separation Concept	CT-P53	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	\$0	\$40,000
Hwy 17 Access Management - Operational Improvements	CT-P49	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	\$50,000	\$0	\$50,000
Hwy 17 Access Management - Vine Hill Area Grade Separation Concept	CT-P51	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	\$0	\$40,000
Hwy 17 Wildlife Habitat Connectivity	CT-P48	Wildlife Crossing	\$9,198	\$9,198	\$0
Measure D Hwy 9 Corridor Projects	CT-P09e	Corridor study is underway to identify need for shoulder widening, turnouts for buses, bicycle and pedestrian improvements, and turn lanes at spot locations in SLV. Capital Cost Est. TBD.	\$10,000	\$7,349	\$2,651
Minors	CT-P47	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$8,600	\$2,580	\$6,020
State Highway Preservation (bridge, roadway, roadside)	CT-P45	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$778,390	\$233,523	\$544,867
Caltrans Total			\$1,728,568	\$472,364	\$1,256,204
CHP - California Highway Patrol					
Hwy 129 Safety Program	CHP-P03	Additional CHP enforcement and public education campaign on Highway 129.	\$500	\$0	\$500
Hwy 17 Safety Program	CHP-P01	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$2,200	\$2,200	\$0
Traffic Management	CHP-P02	Patrol of state route system and unincorporated roadways aimed at minimizing traffic collisions and traffic delays; and provide assistance to motorists. COST EST TBD.	\$0	\$0	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
CHP - California Highway Patrol Total			\$2,700	\$2,200	\$500
City of Capitola					
40th Ave (at Deanes Ln) Bike/Ped connection	CAP-P46	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10	\$10	\$0
40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize.	\$1,550	\$1,050	\$500
41st Ave (Soquel to Portola) Crosswalks	CAP-P47	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$20	\$20	\$0
41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing.	\$520	\$520	\$0
46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	CAP-P40	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20	\$20	\$0
47th Avenue Traffic Calming and Greenway	CAP-P30	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100	\$100	\$0
Auto Plaza Drive Extension to Bay Avenue	CAP-P35	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive.	\$10,330	\$0	\$10,330
Bay Avenue Traffic Calming and Bike/Ped Enhancements	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles.	\$410	\$210	\$200
Bay Avenue/Capitola Avenue Intersection Modifications/Roundabout	CAP 16	Multimodal improvements to intersection. Roundabout.	\$1,000	\$1,000	\$0
Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow. Roundabout.	\$210	\$210	\$0
Bay Avenue/Monterey Avenue Intersection Modification	CAP-P32	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310	\$310	\$0
Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave)	CAP-P41	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	\$20	\$20	\$0
Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,460	\$0	\$14,460
Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	\$1,030	\$0	\$1,030
Capitola Mall (Capitola Rd to Clares) Bike Path	CAP-P48	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave.	\$50	\$50	\$0
Capitola Rd & 45th Avenue I/S Improvements	CAP-P53	Signalization or other LOS improvements	\$250	\$250	\$0
Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	\$1,030	\$1,030	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Capitola Village Multimodal Enhancements - Phase 2/3	CAP-P04b	Multimodal enhancements in Capitola Village along Stockton Ave, Esplanade, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,100	\$3,100	\$0
Capitola-wide HOV priority	CAP-P50	Evaluate HOV priority at signals and HOV queue bypass.	\$40	\$40	\$0
Citywide Bike Projects	CAP-P52	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$1,030	\$400	\$630
Citywide General Maintenance and Operations	CAP-P06	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$1600K/yr; Unconst=\$400K/yr).	\$44,000	\$35,200	\$8,800
Citywide Sidewalk Program	CAP-P51	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$1,030	\$520	\$510
Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	\$1,450	\$1,450	\$0
Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	CAP-P42	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100	\$100	\$0
Clares St/41st Ave Bicycle Intersection Improvement	CAP-P43	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st.	\$10	\$10	\$0
Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$520	\$250	\$270
Clares Street Traffic Calming	CAP 11	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.	\$750	\$750	\$0
Cliff Drive Improvements	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	\$1,550	\$1,550	\$0
Gross/41st Ave Bicycle Intersection Improvement	CAP-P44	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$20	\$20	\$0
Hwy 1/41st Avenue Interchange	CAP-P01	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed and expensed in Hwy 1 HOV project (RTC 24) as a stand alone project if the RTC project does not proceed. (\$117M)	\$0	\$0	\$0
Monterey Avenue and Park Avenue I/S Improvements	CAP-P56	Signalization or other LOS improvements	\$400	\$400	\$0
Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$260	\$260	\$0
Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	\$360	\$360	\$0
Park Avenue Sidewalks	CAP 15	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.	\$650	\$650	\$0
Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360	\$360	\$0
Porter Street and Highway 1 I/S Improvements	CAP-P55	Add additional dedicated right turn lane on Porter St to northbound on ramp	\$250	\$250	\$0
Stockton Ave Bridge Rehab	CAP-P07p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$3,000	\$1,500	\$1,500

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Stockton Avenue and Capitola Avenue I/S Improvements	CAP-P57	Signalization or other LOS improvements	\$200	\$200	\$0
Upper Capitola Avenue Improvements	CAP-P03	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	\$1,340	\$1,340	\$0
Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	CAP 17	Construct 4 foot wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Ave. Part of MBSST.	\$310	\$310	\$0
Wharf Road and Stockton Avenue I/S Improvements	CAP-P54	Signalization or other LOS improvements	\$350	\$350	\$0
Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200	\$200	\$0
City of Capitola Total			\$92,600	\$54,370	\$38,230
<i>City of Santa Cruz</i>					
Almar Ave Sidewalks	SC-P126	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200	\$200	\$0
Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Pave exiting gravel trail and widen and pave connection to Grandview St.	\$500	\$0	\$500
Bay Street Corridor Modifications	SC-P77	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$5,100	\$970	\$4,130
Bay/California Traffic Signals	SC-P96	Install traffic signals for safety and capacity improvements.	\$520	\$0	\$520
Bay/High Intersection Modification	SC-P109	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$3,500	\$3,500	\$0
Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection for pedestrian and train safety.	\$210	\$210	\$0
Branciforte Creek Bike/Ped Crossing	SC 46	Install a multiuse bicycle/pedestrian bridge over Branciforte Creek and connecting paths to the existing levee paths near San Lorenzo Park and Soquel Avenue.	\$2,830	\$2,830	\$0
Branciforte Creek Pedestrian Path Connections	SC-P95	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,410	\$0	\$3,410
Brookwood Drive Bike and Pedestrian Path	SC-P21	Provide 2-way bicycle and pedestrian travel.	\$1,030	\$0	\$1,030
Chestnut St. Pathway	SC-P22	Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	\$570	\$570	\$0
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$100	\$100	\$0
Citywide Operations and Maintenance	SC-P07	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$163,630	\$77,000	\$86,630
Citywide Safe Routes to School Projects - ATP	SC-P125	Projects to improve pedestrian and bicycle safety near schools.	\$8,204	\$1,404	\$6,800
Citywide Street Sweeping	SC-P128	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	\$19,800	\$19,800	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Delaware Avenue Complete Streets	SC-P23	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150	\$150	\$0
High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	\$100	\$0
Hwy 1 - Harvey West Area Alternative Access	SC-P108	Development of an on/off ramp from NB Highway 1 to Harvey West Boulevard/Evergreen St, to improve access, especially during peak congestion times and emergencies.	\$4,130	\$0	\$4,130
Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	\$520	\$0	\$520
Hwy 1/9 Intersection Modifications	SC 25	Intersection modifications including new turn lanes, bike lanes, shoulders, lighting, sidewalks and access ramps. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals. (Caltrans project ID - 05-46580)	\$7,850	\$7,850	\$0
Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	SC-P81	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,650	\$4,650	\$0
Hwy 1/San Lorenzo Bridge Replacement	SC 38	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	\$16,320	\$16,320	\$0
Hwy 1/Shaffer Rd Signalization	SC-P92	Signalization of intersection of Hwy 1 and Shaffer Rd. Project may includes some widening of Hwy 1 to accommodate a left turn lane.	\$520	\$0	\$520
King Street Bike Facility (entire length)	SC-P59	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals, and some drainage inlet modifications.	\$2,070	\$2,070	\$0
King/Laurel Intersection Modification	SC-P114	Modify unsignalized intersection to add eastbound right turn lane.	\$100	\$0	\$100
Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal.	\$410	\$0	\$410
Lump Sum Bike Projects	SC-P75	Bike projects based on needs identified through the Active Transportation Plan and Santa Cruz City Schools Complete Streets Master Plan. These are in addition to projects listed individually in the RTP.	\$6,800	\$0	\$6,800
Market Street Sidewalks and Bike Lanes	SC-P105	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$1,030	\$1,030	\$0
MBSST (Coastal Rail Trail): Segment 7 (Natural Bridges to Pacific Ave)	TRL 07SC	2.1 miles of Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 7 along rail line (excluding Moore Creek rail trestle bridge and trail to Natural Bridges Drive).	\$7,400	\$7,400	\$0
MBSST (Coastal Rail Trail_ - Segment 8 and 9)	TRL 8-9a	Rail Trail Design, Environmental Clearance and Construction along the rail corridor between Pacific Ave in the City of Santa Cruz to 17th Ave in Santa Cruz County	\$32,934	\$32,934	\$0
Measure H Road Projects	SC-P104	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800	\$41,800	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Mission St (Hwy 1)/Laurel St Intersection Modification	SC-P112	Modify traffic signal to add right-turn from Mission St to Laurel St and signal overlap phase.	\$1,030	\$0	\$1,030
Mission St (Hwy 1)/Swift St Intersection Modification	SC-P113	Modify traffic signal to add Swift St right-turn lane and signal overlap phase.	\$500	\$0	\$500
Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$300	\$300	\$0
Morrissey/Poplar/Soquel Intersection Modification	SC-P12	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	\$2,070	\$0	\$2,070
Murray St Bridge Retrofit	SC 37	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,440	\$11,440	\$0
Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility.	\$210	\$210	\$0
Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	\$2,580	\$0	\$2,580
North Branciforte/Water Intersection Modification	SC-P115	Modify traffic signal and add additional lanes per traffic study. Include signal interconnect if applicable.	\$2,070	\$0	\$2,070
Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	SC-P120	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$620	\$0	\$620
Ocean St Pavement Rehabilitation	SC 48	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030	\$1,030	\$0
Ocean St Streetscape and Intersection, Plymouth to Water	SC-P86	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$4,130	\$2,000	\$2,130
Ocean St Streetscape and Intersection, Water to Soquel	SC-P84	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods.	\$6,200	\$0	\$6,200
Ocean Street Corridor Multiuse Transit Lane	SC-P122	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism and improving transit facilities.	\$410	\$0	\$410
Ocean Street Widening from Soquel to East Cliff	SC-P66	Implement this phase of the Ocean Street plan that includes utility undergrounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.	\$5,170	\$0	\$5,170
Ocean Street/San Lorenzo River Levee Area Wayfinding	SC-P124	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150	\$0	\$150

All Figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Pacific Avenue Sidewalk (Front-Wharf)	SC-P127	Construct new sidewalk and crossing on Pacific Avenue between Second and Front Streets, including installation of a new accessible crossing at Front and Pacific.	\$318	\$318	\$0
River (Rte 9)/Fern Intersection Modification	SC-P110	Install traffic signal, sidewalk and new access ramps. Provide bike lanes on Fern.	\$520	\$0	\$520
River St/River Street South Intersection Modification	SC-P116	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	\$520	\$0	\$520
Riverside Ave/Second St Intersection Modification.	SC-P13	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175	\$175	\$0
San Lorenzo River Bike/Ped Path at RR Bridge	TRL 8a	Install a Multi-Use bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and to connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.	\$1,550	\$1,550	\$0
San Lorenzo River Levee Path Connection	SC-P35	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070	\$2,070	\$0
Seabright Avenue Bike Lanes (Pine-Soquel)	SC-P69	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070	\$2,070	\$0
Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030	\$1,030	\$0
Seabright/Water Intersection Improvements	SC-P99	Modify unsignalized intersection to add northbound right and extend left-turn pocket.	\$100	\$0	\$100
Shaffer Road Widening and Railroad Crossing	SC-P91	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000	\$1,000	\$0
Sidewalk Program	SC-P09	Install and maintain sidewalks and access ramps.	\$20,660	\$5,500	\$15,160
Soquel Ave at Frederick St Intersection Modifications	SC 42	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	\$310	\$310	\$0
Soquel Ave Corridor Widening (Branciforte-Morrissey)	SC-P87	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to widen sidewalks, transit improvements, improve pedestrian and bicycle detection and crossings, add a travel lane, maintain some commercial parking and improve existing bike lanes. Replacing the split phasing with protected left-turns at Branciforte to reduce delays for all modes of travel and GHG.	\$2,320	\$0	\$2,320
Soquel/Branciforte/Water (San Lorenzo River to Branciforte) Bike Lane Treatments	SC-P123	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410	\$410	\$0
Soquel/Water (Branciforte to Morrissey) Crosswalks	SC-P119	Evaluate and if found necessary implement additional crosswalks on Soquel/Water with consideration for safety, and update crosswalks to more visible pattern (block).	\$300	\$150	\$150
Storey/King Street Intersection Left-Turn Lane	SC-P76	Remove parking and modify striping for second southbound left turn lane.	\$100	\$0	\$100
Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500	\$500	\$0
Water Street Pavement Rehabilitation(N. Branciforte Ave- Ocean St)	SC 49	Pavement rehabilitation of Water Street between North Branciforte Avenue and Ocean Street. Grant Condition: Add bicycle and pedestrian treatments at intersections, especially at Branciforte to reduce conflicts between motorized and non-motorized users.	\$1,453	\$1,453	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	SC 23	Improve existing path.	\$520	\$520	\$0
West Cliff/Bay Street Modifications	SC-P83	Signalization at all-way stop controlled intersections.	\$500	\$500	\$0
City of Santa Cruz Total			\$410,724	\$253,424	\$157,300
City of Scotts Valley					
Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$410	\$410	\$0
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	\$2,840	\$0	\$2,840
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$230	\$0	\$230
Bluebonnet Lane Bike Lanes	SV-P32	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).	\$150	\$150	\$0
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210	\$210	\$0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,100	\$0	\$3,100
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$14,770	\$11,700	\$3,070
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,170	\$2,600	\$2,570
Civic Center Dr Bike Lanes	SV-P33	Add bike lanes to narrow road.	\$410	\$0	\$410
El Pueblo Rd Ext North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,240	\$0	\$1,240
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$410	\$0	\$410
El Rancho Dr Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$340	\$0	\$340
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$570	\$0	\$570
Emergency Access SV DR/Upper Willis Dr	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,030	\$0	\$1,030
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	\$0	\$50
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$210	\$0	\$210
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sunridge Drive to Disc Drive for emergency access.	\$410	\$0	\$410
Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$520	\$0	\$520
Glen Canyon Rd Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,030	\$0	\$1,030
Glen Canyon Rd/Green Hills Rd/S. Navarra Dr Bike Corridor and Roadway Preservation	SV 28	Repave two roads, add bike lanes, and signage. Includes road markings like sharrows and green lane treatments to assist commuters, students, and recreational bikers; and bike/walk education and outreach programs. Scope may be reduced to Green Hills Rd and reduced section of Glen Canyon if additional local revenues are not secured.	\$1,265	\$1,265	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Glenwood Dr Bike Lanes	SV-P39	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	\$520	\$520	\$0
Hwy 17/Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	\$30,990	\$0	\$30,990
Hwy 17/Mt. Hermon Rd Interchange Operations Improvement	SV-P44	Add lane to SB off-ramp at Hwy 17/Mt. Hermon Rd interchange.	\$1,030	\$0	\$1,030
Kings Village Rd/Town Center Entrance Traffic Signal	SV-P52	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$210	\$105	\$105
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$720	\$0	\$720
Lockwood Ln Pedestrian Signal Near Golf Course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	\$50	\$0
Lockwoode Lane Sidewalk and Bike Lanes	SV-P40	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$520	\$520	\$0
Mt Hermon Rd and Scotts Valley Drive - Crosswalks	SV-P49	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Trammel Way/Scotts Valley Dr.	\$1,030	\$515	\$515
Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	SV-P53	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030	\$1,030	\$0
Mt Hermon Rd/ Spring Hill Road Pedestrian Intersection Improvements	SV-P54	Improve pedestrian crossing at Spring Hills Drive and Mt. Hermon Road.	\$50	\$50	\$0
Mt Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$520	\$520	\$0
Mt Hermon, Lockwood, Springs Lake Widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,130	\$0	\$4,130
Mt Hermon/King's Village Rd-Transit Signal priority	SV-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$80	\$80	\$0
Mt Hermon/Scotts Valley - Intersection Improvements for Bicycle Treatment	SV-P50	Add bicycle treatments at Mt Hermon/Scotts Valley Dr intersection.	\$10	\$10	\$0
Mt Hermon/Scotts Valley - Transit Queue Jump	SV-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$620	\$620	\$0
Mt. Hermon Rd Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	\$3,620	\$0	\$3,620
Mt. Hermon Rd/Scotts Valley Dr/Whispering Pines Dr Intersection Operations Improvement Project	SV 27	Modify intersection: Extend length of left turn lane from northbound Mt. Hermon Rd. to eastbound Whispering Pines Dr and evaluate adding a third through lane, construct curb, gutter, sidewalk and curb ramps, modify striping and pavement markings, improve bicycle facilities (green lanes and bike box), resynchronize intersection timing, and repave intersection area.	\$450	\$450	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Mt. Hermon Road/Town Center Entrance Traffic Signal	SV-P51	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$260	\$130	\$130
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$620	\$0	\$620
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$770	\$770	\$0
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130	\$4,130	\$0
Scotts Valley-wide - Greenway Signage	SV-P48	Add signage for neighborhood greenways.	\$20	\$0	\$20
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,070	\$0	\$2,070
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100	\$100	\$0
City of Scotts Valley Total			\$87,915	\$25,935	\$61,980
City of Watsonville					
2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	WAT-P49	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$20	\$20	\$0
5th St (Lincoln to Walker) - Traffic Calming and Greenway	WAT-P50	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$20	\$20	\$0
Airport Blvd Improvements (Freedom Blvd to City Limits)	WAT 38	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, new sidewalks and curb ramps, refuge island, rectangular flashing beacon, striping, and roadway rehab.	\$1,330	\$1,330	\$0
Airport Blvd Modifications (Hanger Way to Ross Ave)	WAT-P34	Reconstruct or repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$520	\$0	\$520
Airport Boulevard Improvements: Westgate/Larkin to Hanger Way	WAT 40	Reconstruct roadway, install new sidewalk, upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include add'l ped crossing and install rectangular rapid flashing beacon at crosswalk.	\$1,550	\$1,550	\$0
Alley Improvements	WAT-P36	Repair & reconstruct some alleys.	\$50	\$50	\$0
Bridge Maintenance	WAT-P35	Maintenance of bridges	\$100	\$100	\$0
Buena Vista/Calabasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,170	\$0	\$5,170
Citywide General Maintenance and Operations	WAT-P06	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Total Need = \$2,600/year, constr=\$1500/yr)	\$56,820	\$44,000	\$12,820
Citywide Pedestrian Facilities	WAT-P15	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,070	\$0	\$2,070

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Citywide Transportation Projects	WAT-P24	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$24,790	\$0	\$24,790
Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	\$4,130	\$0	\$4,130
Downtown Watsonville Universal Streets	WAT-P59	Evaluate and if feasible, implement universal streets, which are designed for pedestrians and restrict vehicular access, which facilitate new ped access.	\$520	\$520	\$0
East Fifth St (Main St to Lincoln St)	WAT-P39	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$260	\$0	\$260
East Lake Ave-(Hwy 152) Widening (Martinelli St-Holohan Rd)	CT-P33	Widen East Lake Ave. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan Rd).	\$1,030	\$0	\$1,030
East Lake/Madison - ped crossing	WAT-P57	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	\$260	\$260	\$0
Freedom Blvd (Davis Ave to Green Valley Rd)	WAT-P68	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$1,500	\$1,500	\$0
Freedom Blvd (Green Valley Rd to Davis) Bicycle and Pedestrian Improvements	WAT-P61	Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$260	\$260	\$0
Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	WAT-P62	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$520	\$520	\$0
Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	WAT-P33	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$2,580	\$0	\$2,580
Freedom Blvd Undergrounding	WAT-P38	Underground existing overhead utilities.	\$1,270	\$1,270	\$0
Freedom Blvd/Green Valley Rd Neighborhood Bike/Ped Connections	WAT-P64	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Blvd.	\$1,550	\$0	\$1,550
Freedom Boulevard Plan Line	WAT 43	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160	\$160	\$0
Green Valley Rd Modifications (Freedom Blvd to City Limit)	WAT-P45	Reconstruct or repave roadway and bike lanes; repair, replace and install curb gutter, sidewalk and curb ramps; replace and upgrade striping. Evaluate and if feasible, including pedestrian buffer and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals).	\$1,810	\$0	\$1,810
Green Valley Road Reconstruction (Struve Slough-Freedom Blvd)	WAT 42	Reconstruct existing roadway and bike lanes, replace asphalt ped path with curb, gutter sidewalk and ADA compliant curb ramps; upgrade signage and loop detectors. Condition: increase sidewalk width consistent with the Complete Streets Guidebook. City may have to reduce existing roadway lane widths in order to provide wider sidewalks; may repave instead of reconstruct roadway or reduce limits of reconstruction based on allocated funds.	\$1,198	\$1,198	\$0
Harkins Slough Rd (Hwy 1 to Green Valley Rd)	WAT-P69	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$1,000	\$0	\$1,000

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Hillside Ave to Freedom Blvd Ped/Bike Connection	WAT-P60	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$310	\$0	\$310
Hwy 1/Harkins Slough Road Corridor Improvements	WAT 01A	Construction of Pedestrian/Bicycle Bridge over Highway 1. Installation of a signal at the northbound Highway 1 off ramp at Harkins Slough Road; Signal modifications and operational improvements along Harkins Slough Road/Green Valley Road corridor, beginning at Highway 1 off ramp to Main Street (SR 152); Caltrans Project ID 05-1G490 (formerly part of Caltrans Project ID - 05-44130 and WAT 01).	\$8,600	\$8,600	\$0
Kearney/Rodriguez - Ped Crossing	WAT-P53	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$30	\$30	\$0
Lower Watsonville Slough Trail	WAT-P46	Install bicycle/pedestrian trail	\$670	\$670	\$0
Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$5,170	\$0	\$5,170
Main St - 3 HAWK Signals	WAT-P54	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St.	\$770	\$770	\$0
Main St (Freedom to Riverside) Ped/Bike Enhancements	WAT-P58	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$770	\$770	\$0
Main St Modifications (500 Block: Fifth St to East Lake Ave)	WAT-P40	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), and buffered sidewalk.	\$620	\$620	\$0
Main St Modifications (City Limit to Lake Ave)	WAT-P47	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,450	\$1,450	\$0
Main St. (Hwy 152)/Freedom Blvd Roundabout	WAT 27a	Installation of a roundabout to replace the currently signalized intersection with safety considerations for bike/ped. Caltrans Project ID - 05-0T150.	\$1,290	\$1,290	\$0
Main St/Beach St/Lake Ave Bike Facilities	CT-P38	Bicycle facilities - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). County/City Project - Cost unknown.	\$0	\$0	\$0
Main/Rodriguez/Union/Brennan (Freedom to Riverside) - Crosswalks	WAT-P55	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$100	\$100	\$0
MBSST (Coastal Rail Trail): Lee Road, 4000 feet east to City Slough Trail connection	TRL 18L	Construction of 4000-foot long pathway parallel to the railroad tracks: twelve-foot width asphalt (hma). A 500 ft long retaining wall up to 3 ft tall with fence near Lee Road. A drainage structure east of Ohlone Parkway to be modified. Connection to Lee Road shall require installation of pathway or sidewalk to link to the existing sidewalk. At grade crossing at Ohlone Parkway and at a spur line located between Lee Road and Highway 1.	\$1,340	\$1,340	\$0
MBSST Rail Trail: Walker Street to City Slough Trail connection	TRL 18W	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$862	\$862	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)	WAT-P71	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	\$750	\$0	\$750
Neighborhood Traffic Plan	WAT-P04	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$100	\$100	\$0
Neighborhood Traffic Plan Implementation	WAT-P13	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$410	\$410	\$0
Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	\$520	\$520	\$0
Pajaro Lane to Freedom Blvd Ped/Bike Connection	WAT-P63	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$310	\$0	\$310
Pajaro Valley High School Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd).	\$620	\$620	\$0
Pennsylvania Dr (Green Valley Rd to Clifford Ave)	WAT-P70	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,000	\$0	\$4,000
Riverside (Hwy 129) Bike Facilities	CT-P39	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown.	\$0	\$0	\$0
Rodriguez St (Main St to Riverside)-Buffered Bike Lane	WAT-P51	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic.	\$10	\$10	\$0
Sidewalk Infill Harkins Slough Road and Main Street	WAT 41	Harkins Slough: 6 ft wide x 180 ft long sidewalks on south side of Harkins Slough Rd and east of Ohlone Pkwy; Main St: 6 ft wide x 450 ft long sidewalks on north side of Main St from Pennsylvania Dr-Pacific Blvd	\$210	\$210	\$0
Union/Brennan (Freedom to Riverside) - Sharrows	WAT-P52	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$10	\$10	\$0
Upper Struve Slough Trail	WAT-P65	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight foot wide boardwalk.	\$460	\$460	\$0
Upper Watsonville Slough Trail	WAT-P43	Install bicycle/pedestrian trail.	\$670	\$670	\$0
Walker St Modifications (Beach St to Watsonville Slough)	WAT-P48	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$2,790	\$0	\$2,790
Watsonville Shuttle	WAT-P27	Year round public transit service.	\$260	\$0	\$260
Watsonville-wide HOV priority	WAT-P56	Evaluate HOV priority at signals and HOV queue bypass.	\$50	\$50	\$0
West Beach St (Lee Rd to Ohlone Parkway)	WAT-P66	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$2,500	\$0	\$2,500
West Beach St (Ohlone Parkway to Walker St)	WAT-P67	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,000	\$0	\$4,000

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
West Lake Ave Modifications (Main St to Rodriguez St)	WAT-P41	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$210	\$0	\$210
City of Watsonville Total			\$150,350	\$72,320	\$78,030
Consolidated Transportation					
Countywide Specialized Transportation	CTSA-P01	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$56,700	\$46,000	\$10,700
Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500	\$0	\$15,500
Medical Specialized Transportation for Veterans	CTSA-P06	Non-emergency medical transportation for veterans	\$6,500	\$0	\$6,500
Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	\$5,000	\$0	\$5,000
Non-ADA Paratransit Service Expansion	CTSA-P03	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	\$21,700	\$0	\$21,700
Consolidated Transportation Total			\$105,400	\$46,000	\$59,400
County Health Services Agency					
Santa Cruz County Health Service Agency - Traffic Safety Education	CO 50	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.	\$6,500	\$2,200	\$4,300
County Health Services Agency Total			\$6,500	\$2,200	\$4,300
County of Santa Cruz					
17th Ave and Brommer St Slurry Seal	CO 65	Pavement maintenance, isolated section digout and asphalt replacement and fiberized slurry seal on entire roadway.	\$370	\$370	\$0
26th Ave Improvements (entire length-Portola Dr to end)	CO-P31a	Roadway and roadside improvements on various Major Collectors including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,580	\$0	\$2,580
26th to 30th (at Lode/Quartz) Bike/Ped Connection	CO-P78	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$520	\$0	\$520
37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	CO-P27a	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, and intersection improvement.	\$2,070	\$570	\$1,500
41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	CO-P26a	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900
Airport Blvd Improvements (City limits to Green Valley Rd)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,240	\$1,240	\$0
Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	\$0	\$1,760

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	CO-P03	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$6,200	\$600	\$5,600
Aptos Beach Dr Improvements (Esplanade to Rio Del Mar Blvd)	CO-P27b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	\$0	\$1,240
Aptos Village Plan Improvements	CO 64	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Dr; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soquel/Trout Gulch. Left turn lanes on Soquel at new street - Parade St and at Aptos Creek Road. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR xing at Parade St. Phase 1: Trout Gulch Rd improvements w/traffic signal and upgraded RR xg at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$4,100	\$4,100	\$0
Beach Road Improvements (City limits to Pajaro Dunes)	CO-P26b	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900
Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	CO-P28a	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,760	\$485	\$1,275
Bear Creek Rd Surface Seal (PM 4.75-PM 7.0)	CO 71	3-layer slurry seal and restriping to rehabilitate the roadway surface.	\$860	\$860	\$0
Bear Creek Road Improvements (Hwy 9 to Hwy 35)	CO-P04	Major rehab, add bike lanes, turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,750	\$250	\$4,500
Bonita Dr Improvements (entire length)	CO-P29b	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$0	\$1,240
Bonny Doon Rd Improvements (Hwy 1 to Pine Flats Rd)	CO-P43	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,260	\$0	\$8,260
Bowker Rd Improvements (entire length- Buena Vista Dr to Freedom Blvd)	CO-P33a	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$0	\$620
Branciforte Dr Improvements (City of Santa Cruz to Vine Hill Rd)	CO-P30c	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	\$0	\$1,760
Branciforte Drive Chip Seal (Granite Ck Rd-north)	CO 79	Asphalt Digouts, Chip Seal, and restriping of 0.62 miles of Branciforte Drive from Granite Creek to PM 2.4	\$197	\$197	\$0
Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900
Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	CO-P26e	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$3,000	\$825	\$2,175
Bulb Ave Road Improvements (Garden St to Capitola City Limits)	CO-P65	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$770	\$0	\$770

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	CO-P30d	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,240	\$240	\$1,000
Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	CO-P96	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$22,000	\$11,000	\$11,000
Capitola Rd Ext Improvements (Capitola Rd to Soquel Ave)	CO-P31b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$0	\$1,240
Capitola Road Slurry Seal (30th-17th Ave)	CO 72	Double fiberized slurry seal and restriping to rehabilitate the roadway surface.	\$340	\$340	\$0
Carol Way/Lompico Creek Bridge Replacement	CO-P49	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	\$1,240	\$0	\$1,240
Casserly Rd Bridge Replacement	CO 73	Replace existing bridge in poor condition over a tributary of Green Valley Creek near Smith Rd intersection	\$930	\$930	\$0
Casserly Rd Improvements (Hwy 152 to Green Valley Rd)	CO-P26g	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$770	\$208	\$563
Cathedral Dr Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$0	\$620
Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	CO-P26h	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900
Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$1,240	\$340	\$900
Cliff Dr Improvements (Rio Del Mar to Railroad Crossing)	CO-P29c	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$0	\$620
Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	CO-P32a	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,450	\$0	\$1,450
College Road Improvements (Hwy 152 to Lakeview Rd)	CO-P23	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,760	\$0	\$1,760
Commercial Way Improvements (Mission Dr. to Soquel Dr.)	CO-P28c	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$170	\$450
Corcoran Ave Improvements (Alice St to Felt St)	CO-P27c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$620	\$150	\$470
Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	CO-P08	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620	\$620	\$0
County wide guardrail	CO-P97	Install guardrail on County roads	\$15,000	\$15,000	\$0
Countywide ADA Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	\$1,240	\$620	\$620

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Countywide Bike Projects	CO-P71	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	\$4,130	\$0	\$4,130
Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	\$495,000	\$385,000	\$110,000
Countywide Sidewalks	CO-P41	Install sidewalks.	\$72,310	\$7,000	\$65,310
Day Valley Rd Improvements (entire length- Freedom Blvd to Valencia Rd)	CO-P31c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$0	\$1,240
East Cliff (26th to Moran Way) Sidewalk Improvement	CO-P77	Install sidewalk from 26th south to link to Moran Way.	\$410	\$0	\$410
East Cliff Dr Pedestrian Pathway (7th-12th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	\$1,760	\$1,760	\$0
East Cliff Drive Cape Seal (12th-17th)	CO 66	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230	\$230	\$0
East Cliff Drive Improvements (32nd Ave to Harbor)	CO-P09	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,750	\$1,500	\$3,250
East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	CO-P26j	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,760	\$485	\$1,275
Either Way Ln Bridge Replacement Project	CO-P88	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180	\$2,180	\$0
El Dorado Ave Road Improvements (Capitola Rd to RR)	CO-P67	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$1,810	\$0	\$1,810
El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,380	\$655	\$1,725
Empire Grade 2-layer Seal (130' north of Heller Dr to 0.79 mi north of Heller)	CO 67B	Asphalt digout, 2-layer seal, and restriping to rehabilitate the roadway surface.	\$220	\$220	\$0
Empire Grade 2-Layer Seal (SC city limits to 130' N of Heller Dr)	CO 67	Pavement maintenance, isolated section digout and asphalt replacement and 2-layer seal on entire roadway.	\$340	\$340	\$0
Empire Grade Improvements	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,750	\$1,190	\$3,560
Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,380	\$655	\$1,725
Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,380	\$655	\$1,725
Fern Dr @ San Lorenzo River Bridge Replacement Project	CO-P90	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830	\$2,830	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Forest Hill Dr @ Bear Creek Bridge Replacement Project	CO-P86	The Project will consist of completely replacing existing steel girder bridge crossing Bear Creek with a new precast concrete voided slab bridge.	\$2,050	\$0	\$2,050
Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,100	\$775	\$2,325
Freedom Blvd Pavement Preservation (Hwy 1 to Pleasant Vly Rd)	CO 74	Rehabilitate the roadway surface.	\$1,430	\$1,430	\$0
Glen Arbor Rd Improvements (State Hwy 9 to State Hwy 9)	CO-P30f	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,240	\$0	\$1,240
Glen Arbor Road Recycle, Overlay, & Chip Seal (SR 9-Quail Hollow)	CO 80	Pavement recycling, asphalt overlay, chip seal, and restriping 0.52 miles of Glen Arbor Road from Hwy 9 at bridge to Quail Hollow Rd. The project will also include a subdrain at a point where a natural spring is causing subgrade destabilization and repairs rutting damage adjacent to bus stops.	\$467	\$467	\$0
Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,990	\$1,640	\$4,350
Glen Coolidge Drive/Hwy 9 Bike Path	CO-P40	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,380	\$0	\$2,380
Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	CO-P61	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,100	\$0	\$3,100
Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	CO-P26n	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$3,000	\$825	\$2,175
Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$7,020	\$1,755	\$5,265
Granite Creek Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	\$0	\$1,760
Granite Creek Road Recycle & Overlay	CO 81	Pavement recycling, asphalt overlay, and restriping of 1.85 miles of Granite Creek Road from Scotts Valley city limits to PM 0.56. Scope may be scaled to match funding.	\$1,038	\$1,038	\$0
Green Valley Rd 3-Layer Seal: Devon Ln to Melody Ln (0.58 mi)	CO 68	Pavement maintenance, isolated section digout and asphalt replacement and 3-layer seal on entire roadway.	\$270	\$270	\$0
Green Valley Rd Bridge Replacement Project	CO-P85	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$2,110	\$2,110	\$0
Green Valley Rd Pedestrian Safety Project	CO 42b	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	\$390	\$390	\$0
Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,130	\$1,030	\$3,100
Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	CO-P32b	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,620	\$0	\$3,620
Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,760	\$0	\$1,760

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Harper St Improvements (entire length-El Dorado Ave to ECM)	CO-P33d	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$310	\$930
Huntington Dr Improvements (Monroe Ave to Valencia Rd.)	CO-P32d	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,380	\$0	\$2,380
Hwy 152/Holohan Rd Safety Improvement Project	CO-P92	Pedestrian and bicycle safety improvements. Intersection capacity enhancements and signal modifications.	\$2,200	\$0	\$2,200
Jamison Cr Rd Improvements (entire length-Empire Grade to Hwy 236)	CO-P32e	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$620	\$0	\$620
La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,620	\$905	\$2,715
Lakeview Road Improvements	CO-P15	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,240	\$0	\$1,240
Larkin Valley Rd Improvements (San Andreas Rd to Buena Vista Dr)	CO-P30i	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	\$0	\$620
Larkspur Bridge @San Lorenzo River	CO-P91	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane bridge and standard bridge approaches.	\$3,930	\$3,930	\$0
Laurel Glen Rd Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	CO-P30j	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,240	\$0	\$1,240
Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	CO-P31d	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$620	\$0	\$620
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$0	\$1,240
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$880	\$243	\$638
Lompico Rd Bridge Replacement	CO-P95	The project will consist of replacing existing steel stringer bridge with a reinforced concrete slab bridge	\$1,860	\$0	\$1,860
Lompico Rd Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	\$0	\$620
Maciel Ave Improvements (Capitola Rd to Mattison Ln)	CO-P29e	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,450	\$400	\$1,050
Main St Improvements (Porter St to Cherryvale Ave)	CO-P27e	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760	\$1,760	\$0
Manfre Rd Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	CO-P33e	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$0	\$620

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Mar Monte Ave Improvements (San Andreas Rd to State Hwy 1)	CO-P30l	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	\$0	\$620
Mar Vista Dr Improvements (entire length- just before Seaciff Dr to Soquel Dr)	CO-P33f	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$300	\$0	\$300
Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	CO-P26p	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,450	\$400	\$1,050
McGregor Dr Improvements (Capitola city limits to Searidge Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$0	\$1,240
Mesa Dr Improvements (Vienna Drive to Ledyard Way)	CO-P31f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$0	\$1,240
Mill St Improvements (entire length)	CO-P27f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360	\$360	\$0
Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	\$0	\$1,240
Mt. Hermon Rd Pavement Preservation: Graham Hill to 1000' N of Locatelli Ln	CO 69	Pavement maintenance, isolated section digout and asphalt replacement and 3-layer seal.	\$890	\$890	\$0
Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$3,000	\$825	\$2,175
Murphy Crossing Improvements	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,240	\$0	\$1,240
Opal Cliff Dr Improvements (41st Av to Capitola City Limits)	CO-P31g	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$1,240	\$290	\$950
Pajaro River Bike Path System	CO-P38	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,500	\$2,500	\$7,000
Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	CO-P29f	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$340	\$900
Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,240	\$310	\$930
Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	CO-P27h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	\$240	\$1,000
Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,380	\$655	\$1,725
Pinehurst Dr Improvements (entire length)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$880	\$180	\$700

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Pioneer Rd Improvements (Amesti Rd to Green Valley Rd)	CO-P31h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$880	\$0	\$880
Polo Dr Improvements (Soquel Dr to end)	CO-P29g	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,450	\$0	\$1,450
Porter St Improvements (Soquel Dr to Paper Mill Rd)	CO-P26r	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900
Portola Dr Cape Seal (E. Cliff to 24th Ave)	CO 76	Double fiberized slurry seal and restriping to rehabilitate the roadway surface.	\$240	\$240	\$0
Quail Hollow Rd Bridge Replacement Project	CO-P82	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.	\$2,430	\$0	\$2,430
Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$830	\$0	\$830
Rancho Rio Ave @ Newell Creek Bridge Replacement Project	CO-P87	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$1,730	\$0	\$1,730
Redwood Lodge Rd (Entire Length)	CO-P51	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,100	\$0	\$3,100
Redwood Rd Bridge Replacement Project	CO-P89	The project will consist of completely replacing the existing steel army tread way bridge crossing a tributary of Brown's Creek on Redwood Road with a reinforced concrete slab bridge and standard bridge approaches.	\$1,310	\$1,310	\$0
Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	CO-P30n	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$3,000	\$725	\$2,275
Rodeo Gulch Rd Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	CO-P31i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,760	\$0	\$1,760
Roland Dr Improvements (30th to 35th)	CO-P31j	Roadway and roadside improvements and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.	\$880	\$0	\$880
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,830	\$0	\$25,830
San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$2,270	\$2,270	\$0
San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,640	\$7,640	\$0
San Lorenzo Way Bridge Replacement Project	CO-P83	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span bridge and standard bridge approaches.	\$3,190	\$3,190	\$0
Seacliff Dr Improvements (entire length)	CO-P27j	Roadway and roadside improvements on various Major Collectors including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760	\$0	\$1,760

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	\$620	\$170	\$450
Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,760	\$440	\$1,320
Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	CO-P32g	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,380	\$0	\$2,380
Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310	\$3,310	\$0
Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	CO-P19	Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk and bike facility gaps, some landscaping.	\$7,540	\$1,885	\$5,655
Soquel Dr Road Improvements (Robertson St to Daubenbiss)	CO-P62	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410	\$410	\$0
Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	CO-P58	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$1,000	\$0	\$1,000
Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	CO-P36	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,580	\$580	\$2,000
Soquel-Wharf Rd Improvements (Robertson St to Porter St)	CO-P28g	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,030	\$515	\$515
Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	CO-P27k	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	\$340	\$900
Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$620	\$0	\$620
State Park Drive Improvements Phase 2	CO-P20	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,340	\$335	\$1,005
State Park Drive/Seacliff Village Improvements	CO 36	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$2,375	\$2,375	\$0
Summit Rd Chip Seal (Soquel-San Jose Rd-Old SC Hwy)	CO 78	Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.	\$530	\$530	\$0
Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,580	\$1,530	\$4,050
Sumner Ave Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	CO-P32h	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,450	\$0	\$1,450

All Figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Swanton Rd Bridge Replacement	CO-P94	The project will consist of replacing existing 3 span steel girder bridge with a single span concrete box girder bridge	\$2,540	\$0	\$2,540
Thompson Ave Improvements (entire length- Capitola Rd to end)	CO-P33h	Roadway and roadside improvements including major rehabilitation and maintenance of road and includes implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$1,240	\$0	\$1,240
Thurber Ln Improvements (entire length)	CO-P28h	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,760	\$485	\$1,275
Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	\$50	\$0	\$50
Trout Gulch Rd Improvements (Soquel Dr. to end)	CO-P30p	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$3,000	\$0	\$3,000
Upper Zayante Rd Improvements	CO-P98	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,500	\$0	\$1,500
Valencia Rd Improvements (Trout Gulch Rd to Valencia School Rd)	CO-P32j	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,760	\$0	\$1,760
Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$340	\$900
Vine Hill Rd Improvements (Branciforte/Mt. View Rd to State Hwy 17)	CO-P30q	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,450	\$0	\$1,450
Wallace Ave Improvements (entire length- Huntington Dr to end)	CO-P33i	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$880	\$0	\$880
Webster St Improvements (Jose Ave to 16th St)	CO-P29h	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$0	\$1,240
Winkle Ave Improvements (entire length from Soquel Dr)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$2,380	\$655	\$1,725
County of Santa Cruz Total			\$913,307	\$501,057	\$412,250
Ecology Action					
Bike To Work/School Program	RTC 26	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$3,620	\$1,620	\$2,000
Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education	EA 02	EA will serve approximately 34 second grade classrooms with 'feet on the ground' pedestrian safety education and 24 fifth grade classrooms with bike safety education and 'rodeos' serving a total of 58 classrooms at 11 local schools.	\$65	\$65	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Ecology Action Transportation Employer Membership Program	RTC 17	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,320	\$1,135	\$1,185
Monterey Bay Electric Vehicle Alliance (MBEVA)	VAR-P22	Help facilitate this broad collaboration of PEV advocates, businesses, union labor, manufacturers and public agencies to assist the adoption of PEV's in the Monterey Bay region. MBEVA's main goals are to: • Create PEV infrastructure in this region • Educate the public on the benefits of PEV's • Educate gov't agencies on ways to streamline PEV policy, permitting, and implementation and • Help train workforce for PEV related jobs.	\$410	\$300	\$110
Ecology Action Total			\$6,415	\$3,120	\$3,295
SCCRTC					
Bicycle Route Signage Countywide	RTC 32	Define routes, develop and install signs directing bicyclists to preferred routes to various destinations countywide.	\$600	\$600	\$0
Bike Parking Subsidy Program	RTC 16	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$550	\$210	\$340
County-wide Bicycle, Pedestrian and Vehicle Occupancy Counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.	\$412	\$212	\$200
Cruz511 TDM and Traveler Information	RTC 02a	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$5,290	\$2,640	\$2,650
Environmental Assessment, Economic and Other Analyses of Options for Rail Corridor	RTC-P02a	Environmental assessment, economic and other analyses of a possible future public transit system and other transportation options on the rail corridor right-of-way.	\$8,000	\$8,000	\$0
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$200k/yr constrained; \$400k/yr total cost.	\$9,430	\$6,080	\$3,350
MBSST - North Coast Rail Trail	TRL 5	Monterey Bay Sanctuary Scenic Trail Network (MBSST) sections ph. 1 Wilder Ranch-Coast Dairies (5.1 mi); ph. 2-Yellow Bank Beach/Panther Beach-Davenport (2.1 mi).	\$20,000	\$20,000	\$0
MBSST - Rail and Hwy 1 Bicycle and Pedestrian Crossing at Laguna Creek Beach	RTC 27d	Design, approval of CPUC, environmental clearance, and construction of a bicycle and pedestrian crossing of the rail line and Hwy 1 to provide access between the Coastal Rail Trail at Laguna Creek Beach and the parking area on the inland side of Hwy 1.	\$2,000	\$0	\$2,000
Measure D Administration and Implementation	RTC-P59	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$16,500	\$16,500	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	RTC 27c	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$1,030	\$1,030	\$0
Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	RTC 27a	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$80,500	\$41,500	\$39,000
Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance	RTC 27b	Maintenance of the rail trail component of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	\$9,600	\$4,800	\$4,800
Performance Monitoring	RTC-P51	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$1,650	\$220	\$1,430
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,680	\$1,870	\$3,810
Rail and Trail Corridor Management and Maintenance	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:\$175K/yr.	\$3,850	\$3,850	\$0
Rail Line: Freight Service Upgrades	RTC-P41	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals, and replace ties.	\$25,000	\$0	\$25,000
Rail Transit: Watsonville-Santa Cruz Corridor	RTC-P02	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$5-10M/yr; capital: \$31.5M-\$133M depending on service area and frequency (Total cost reflects Scenario G from 2015Rail Transit Study). Cost shown for 15 years of service during RTP period.	\$283,000	\$0	\$283,000
Railroad Infrastructure Maintenance and Rehabilitation	RTC 36	Protect, maintain and rehabilitate the railroad infrastructure on the Santa Cruz Branch Rail Line including bridges, track, drainage, culverts, signals, etc.	\$22,410	\$22,410	\$0
Real-Time Transit Info	RTC-P58	Develop and maintain distribution channel for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$520	\$220	\$300
Recreational Rail Infrastructure	RTC 25	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated.	\$5,340	\$0	\$5,340
RTC Bikeway Map	RTC-P49	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	\$320	\$320	\$0
SAFE: Call Box System Along Hwys	RTC-P01	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr.	\$5,390	\$5,390	\$0
Santa Cruz Branch Rail Line Improvements	RTC 03a	Infrastructure preservation for current uses and future transportation purposes.	\$570	\$570	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
SCCRTC Administration (TDA)	RTC-P07	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$14,300	\$14,300	\$0
SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$13,750	\$13,750	\$0
School-Based Mobility/TDM Programs	RTC-P54	Student transportation programs aimed at improving health and well being, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$2,690	\$1,100	\$1,590
Shared Parking Program	RTC-P57	Develop tools to allow adjacent property owners to develop and share parking facilities.	\$150	\$50	\$100
Transportation Demand Management Ordinance and User Guide	RTC-P56	Develop Model TDM Ordinance and User Guide to include provisions for both residential and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.	\$260	\$0	\$260
Vanpool Incentive Program	RTC 15	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$670	\$100	\$570
SCCRTC Total			\$539,462	\$165,722	\$373,740

SCCRTC/Caltrans

1 - Hwy 1 Corridor Investment Program	RTC 24k	Tier 1 – program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of Highway 1 between San Andreas Rd/Larkin Valley Rd (Aptos) and Morrissey Boulevard (Santa Cruz). [Other RTC24_ projects are increments of the Highway 1 CIP.] Caltrans Project ID 05-0C730	\$0	\$0	\$0
2 - Hwy 1: Auxiliary Lanes from 41st Ave to Soquel Ave and Chanticleer Bike/Ped Bridge	RTC 24f	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.] Caltrans Project ID 05-0C732	\$29,960	\$29,960	\$0
3 - Hwy 1: Auxiliary Lanes from Park Ave to Bay Ave/Porter St	RTC 24e	Construct auxiliary lanes and reconstruct Capitola Avenue overcrossing. [Part of Highway 1 CIP project (RTC 24k) but listed here as a standalone project.	\$33,060	\$33,060	\$0
4 - Hwy 1: Auxiliary Lanes from State Park Dr to Park Ave	RTC 24g	Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	\$42,350	\$42,350	\$0
5 - Hwy 1: Reconstruct Morrissey Blvd Interchange	RTC 24h	Reconstruct Morrissey Blvd overcrossing with enhanced pedestrian and bicycle treatments (such as buffered or painted facilities) on both sides of the overcrossing, and/or a bicycle/pedestrian overcrossing at Trevethan Ave, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering.[Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]	\$45,800	\$0	\$45,800
6 - Hwy 1: Reconstruct Soquel Avenue Interchange	RTC 24i	Reconstruct the overcrossing with enhanced pedestrian and bicycle facilities on both sides, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering. [Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]	\$67,330	\$0	\$67,330

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
7 - Hwy 1: Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	RTC 24j	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections ; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24k), but is listed here as a standalone project.]	\$113,810	\$0	\$113,810
91 - Hwy 1: Reconstruction of 2 Railroad Crossings in Aptos.	RTC 24o	Reconstruct two railroad crossings over Highway 1 in Aptos. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	\$41,100	\$0	\$41,100
92 - Hwy 1: Auxiliary Lanes from Rio Del Mar Blvd to State Park Dr Including Bridge over Aptos Creek	RTC 24p	Construct auxiliary lanes and reconstruct bridge over Aptos Creek. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	\$66,800	\$0	\$66,800
93 - Hwy 1: Auxiliary Lanes from Freedom Blvd to Rio Del Mar Blvd	RTC 24q	Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	\$16,700	\$0	\$16,700
94 - Hwy 1: Northbound Auxiliary Lane from San Andreas Rd/Larkin Valley Rd to Freedom Blvd	RTC 24r	Construct northbound auxiliary lane. [Note: This project was not included as part of Highway 1 CIP project (RTC 24k).]	\$8,800	\$8,800	\$0
95 - Hwy 1: Reconstruct Remaining Interchanges	RTC 24a	Interchange modifications not identified as separate projects (San Andreas Rd/Larkin Valley Rd, Freedom Blvd, Rio Del Mar Blvd, State Park Dr, and Park Ave) , including reconfiguration of ramps and local streets for ramp meters, enhanced pedestrian and bike treatments (such as buffered or painted facilities) in each direction and sufficient width to allow addition of HOV lanes. [Part of the Highway 1 CIP project (RTC 24k), but is listed here as a standalone project.]	\$127,200	\$0	\$127,200
96 - Hwy 1: Construction of HOV Lanes from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd	RTC 24m	Construction of High Occupancy Vehicle (HOV or Carpool) Lanes on Highway 1 from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd. Cost excludes auxiliary lanes, reconstruction of interchanges for ramp metering, over and under crossings, and traffic operation system (TOS) elements on the corridor. [These costs are listed separately (RTC 24 a,e,f,g,h,i,j, m,n,o,p,q,r). Could be expensed under a complete Hwy 1 HOV Lane project (RTC 24, \$603,000) but currently expensed as a standalone project.]	\$61,980	\$0	\$61,980
97 - Hwy 1: HOV Lanes from San Andreas Rd/Larkin Valley to Morrissey Blvd	RTC 24z	Construct HOV or Carpool lanes on Highway 1 from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd, including auxiliary lanes, reconstruction of interchanges with enhanced bike and pedestrian facilities, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety: \$603,000. See stand alone projects (RTC24f,e,g,h,i,j,a,m) for cost of incremental implementation.] Caltrans Project ID 05-0C730	\$0	\$0	\$0
98 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.	RTC 24n	Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: \$249,100. Assumes RTC 24f has been completed.]	\$0	\$0	\$0
Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	RTC 30	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.	\$7,800	\$7,800	\$0
Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	RTC 34	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate stand alone project (\$6.7 M)	\$0	\$0	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Hwy 1 Ramp Metering: Southern Sections	CT-P01	Reconfigurations of ramps and installation of ramp meters at interchanges from Hwy 129/Riverside Dr to Mar Monte Ave.	\$20,600	\$0	\$20,600
SCCRTC/Caltrans Total			\$683,290	\$121,970	\$561,320
SCMTD					
ADA Access Improvements	MTD-P51	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$4,222	\$350	\$3,872
ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$5.5M.	\$121,000	\$121,000	\$0
ADA Paratransit Vehicle Replacements	MTD 02	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$14,040	\$6,000	\$8,040
ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2040. Assumes 2% increase/year starting in 2019.	\$2,500	\$1,054	\$1,446
Automatic Vehicle Locator and Automatic Passenger Counter Systems	MTD-P50	Automatic Vehicle Locator and Automatic Passenger Counter systems on all METRO buses. Real time bus arrival/departure displays at select stops. Necessary IT upgrades.	\$3,200	\$3,200	\$0
Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,030	\$0	\$1,030
Bikes on Buses Expansion	MTD-P20	Add additional space for bikes on articulated buses when/if METRO purchases or leases 60-ft articulated buses.	\$60	\$0	\$60
Bus on Shoulder	MTD-P57	Plan, design, seek Caltrans approvals, and construct improvements to utilize freeway shoulders to bypass congestion on Highway 1 and possibly Highway 17 to speed inter-city bus service	\$12,000	\$0	\$12,000
Bus Rapid Transit	MTD-P15	Construct park & ride lots, transit centers and grade-separation where feasible to operate bus rapid transit to reduce congestion on Highway 1.	\$26,780	\$0	\$26,780
Bus Rebuild and Maintenance	MTD-P31	Rebuild engines; Fleet maintenance equipment.	\$5,175	\$5,174	\$1
Bus Stop and Station Improvements	MTD-P52	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500	\$500	\$0
Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).	\$2,070	\$0	\$2,070
Customer IT amenities	MTD-P55	Upgrade Hwy 17 Wi-Fi and expand to local routes; real-time bus arrival website.	\$1,010	\$0	\$1,010
Deviated Fixed-Route Pilot Program	MTD-P43	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	\$100	\$0	\$100
Electric Non-Fleet Vehicles	MTD-P47	Replace non-revenue vehicles to EV.	\$580	\$0	\$580
EV Fast Charging Stations	MTD-P48	Install 5 electric vehicle charging stations at transit centers.	\$1,030	\$0	\$1,030
Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years.	\$6,200	\$0	\$6,200
Hwy 17 Express Service - Continuation of Baseline Service Levels	MTD-P10B	Operation & maintenance cost of existing bus service. Avg annual cost: \$3.8M.	\$83,600	\$83,600	\$0
Hwy 17 Express Service Restoration and Expansion	MTD-P12	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$300K/yr operating plus 2% annually plus capital costs (2 buses)	\$10,204	\$4,234	\$5,970

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	\$1,290	\$0	\$1,290
Local Transit - Continuation of Baseline Service Levels 2019-2040	MTD-P10	Operation & maintenance cost of existing local fixed route bus service (Based on FY17 post-service reduction (\$33.7M/year).	\$741,400	\$741,400	\$0
Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to FY16 levels, then expand service 2% annually. Restore \$6.2M/yr operating plus 2% annually plus capital costs (16 buses)	\$173,160	\$71,861	\$101,299
Maintenance Facility Expansion	MTD-P38	Property acquisition, design, and construction of maintenance facility expansion.	\$15,850	\$0	\$15,850
Metro Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$675 each; \$900k each for Hwy 17 Over the Road coaches).	\$142,420	\$61,275	\$81,145
Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade facilities.	\$6,270	\$4,300	\$1,970
Metro rebranding	MTD-P58	Develop marketing program and establish consistent brand with uniform signage, letterhead, ads.	\$500	\$0	\$500
Non-Revenue Vehicles	MTD-P32	Replace support vehicles.	\$3,450	\$1,200	\$2,250
Pacific Station- Bike Station	MTD-P49	Establish bike station at Pacific Station.	\$410	\$0	\$410
ParaCruz Mobile Data Terminals; Radios	MTD-P30	Replace mobile data terminals in vehicles	\$760	\$400	\$360
ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400	\$0	\$12,400
Park and Ride Facilities	MTD-P53	Fund purchase and construction or lease of parking areas for commuter bus patrons, either surface lot or parking structure.	\$29,400	\$0	\$29,400
Replacement of Watsonville Transit Center	MTD-P56	Replacement transit center at existing or new location.	\$25,000	\$0	\$25,000
Replacement Transit Fareboxes, Ticket Vending Machines, and Fare System Enhancements	MTD 18	Upgrade GFI Farebox system to enable fare media loading, tracking, registration, interoperability via internet. Necessary IT upgrade. System Integrator to analyze and propose integrated fare media strategy. Replacement fareboxes at end of useful life. Replacement of Ticket Vending Machines at end of useful life.	\$5,550	\$1,000	\$4,550
Santa Cruz Metro Center/Pacific Station Renovation	MTD 13	Renovate Pacific Station or construct new transit center in alternate location.	\$25,000	\$0	\$25,000
Senior/Disabled/Low-Income Fixed-Route Transit Incentives	MTD-P42	Incentives to encourage fixed-route bus ridership. Includes existing discounts for Seniors and persons with disabilities. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	\$17,125	\$0	\$17,125
Signal Priority/Pre-Emption for Buses	MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,070	\$0	\$2,070
Small Bus Fleet	MTD-P24	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	\$1,700	\$0	\$1,700
Solar Panels for Souza Operations Facility	MTD-P29	Energy reduction through installation of solar panels on the new Judy K. Souza Operations Facility	\$2,000	\$0	\$2,000
South County Operations and Maintenance Facility	MTD-P54	Acquisition of property and construction of second operations and maintenance facilities to better serve South County.	\$50,000	\$0	\$50,000

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Transit Mobility Training Program Expansion	MTD-P19	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$1,240	\$0	\$1,240
Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	\$1,140	\$0	\$1,140
Transit System Technology Improvements	MTD-P35	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	\$5,490	\$1,000	\$4,490
Transit Technological Improvements	MTD-P06	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$5,170	\$2,500	\$2,670
Transit/Paratransit Driver Emergency Training	MTD-P45	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	\$260	\$0	\$260
Watsonville Transit Center Improvements	MTD-P46	Minor upgrades to Watsonville Transit Center.	\$1,030	\$0	\$1,030
SCMTD Total			\$1,565,386	\$1,110,048	\$455,338
Seniors Council					
Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600	\$1,600	\$0
Seniors Council Total			\$1,600	\$1,600	\$0
UCSC					
Alternative Fuel Fleet Vehicles	UC-P64	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,100	\$500	\$2,600
Alternative Fuel/Electric Shuttle Vehicles	UC-P22	Capital acquisition of vehicles/conversion of shuttles to EV.	\$10,330	\$0	\$10,330
Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$520	\$0	\$520
Bus Tracking and AVL Transit Programs	UC-P62	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260	\$260	\$0
College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	\$1,030	\$0	\$1,030
College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	\$1,550	\$0	\$1,550
Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	\$620	\$0	\$620
Disability Van Service	UC-P75	Operate disability van service (\$240k/yr).	\$5,450	\$5,450	\$0
East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot.	\$5,170	\$0	\$5,170
Electric Vehicle Charging Stations	UC-P65	Add additional electrical infrastructure and install electric vehicle charging stations around campus.	\$810	\$310	\$500
Great Meadow Bike Path Safety Improvements	UC-P60	Bikeway safety and maintenance improvements; potential for separate pedestrian improvements to minimize conflicts.	\$1,000	\$0	\$1,000

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	\$520	\$0	\$520
Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, transit, roadway improvements.	\$1,030	\$0	\$1,030
Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	UC-P47	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	\$3,100	\$0	\$3,100
Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add Class II bicycle lanes in downhill direction as feasible.	\$830	\$0	\$830
Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	UC-P72	Modify bridge to improve access.	\$3,100	\$0	\$3,100
Kresge/Core West Pedestrian Bridge: ADA Upgrades	UC-P57	Modify bridge to enhance ADA access.	\$3,100	\$0	\$3,100
McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,580	\$0	\$2,580
Meyer Drive Extension/Jordan Gulch Bridges	UC-P04	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes construction of two bridges, pedestrian, and bicycle facilities.	\$20,660	\$0	\$20,660
Northern Entrance	UC-P08	Construct new access road including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr. for access and fire safety.	\$10,330	\$0	\$10,330
Northern Loop Roadway	UC-P07	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chinquapin Extension to support Social Science 3.	\$18,590	\$0	\$18,590
Parking Management Technology Improvements	UC-P68	Updating existing parking management technologies to allow for more effective management, additional parking management at Coastal Marine Campus and 2300 Delaware site.	\$410	\$410	\$0
Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	\$520	\$520	\$0
Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	\$1,030	\$0	\$1,030
Science Hill/North Academic Core Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	\$1,030	\$0	\$1,030
Sidewalk/Pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus.	\$5,170	\$0	\$5,170
Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	\$310	\$0	\$310
Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	\$520	\$0	\$520
Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	\$1,550	\$0	\$1,550
Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,170	\$5,170	\$0
Transportation-Related Stormwater Management Projects	UC-P66	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	\$1,030	\$1,030	\$0
Traveler Safety Education/Information Programs	UC-P61	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	\$100	\$100	\$0

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
UCSC - Metro Station Bus Rapid Transit Improvements	UC-P48	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Roadways.	\$5,170	\$0	\$5,170
UCSC Bicycle Facilities	UC-P55	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	\$1,030	\$0	\$1,030
UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520	\$520	\$0
UCSC Bike Loan Program	UC-P52	Develop and implement a bike loan program for UC students.	\$1,030	\$0	\$1,030
UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	\$620	\$0	\$620
UCSC Commute Counseling Program	UC-P69	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100	\$3,100	\$0
UCSC Commuter Incentive Programs	UC-P70	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,550	\$1,550	\$0
UCSC Lump Sum Roadway Maintenance	UC-P59	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$10,330	\$3,100	\$7,230
UCSC Main Entrance Improvements	UC-P01	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,070	\$0	\$2,070
UCSC Parking Operations & Maintenance	UC-P73	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$70,450	\$70,450	\$0
UCSC Pedestrian/Transit Zone	UC-P44	Pedestrian safety improvements including, colored/textured asphalt and signage at various locations on core campus roadways.	\$1,030	\$0	\$1,030
UCSC Traffic Control	UC-P58	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580	\$2,580	\$0
UCSC Transit Service	UC-P74	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$68,410	\$68,410	\$0
UCSC Vanpool Program	UC-P63	Maintain, operate and expand upon UCSC vanpool program.	\$8,680	\$8,680	\$0
Zimride Emergency Preparedness Database	UC-P67	Creating a new database through Zimride to have emergency response evacuation of UCSC campus.	\$310	\$0	\$310
UCSC Total			\$287,400	\$172,140	\$115,260
<i>Various Agencies</i>					
Active Transportation Plan	VAR-P39	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380	\$2,380	\$0
Bicycle Sharrows	VAR-P03	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520	\$260	\$260
Bicycle Treatments for intersection improvements (ADD)	VAR-P32	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	\$4,130	\$4,130	\$0
Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,170	\$0	\$5,170

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Bike-Activated Traffic Signal Program	VAR-P05	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030	\$1,030	\$0
Cabrillo College TDM Programs	RTC 33	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$1,560	\$780	\$780
Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$2,580	\$0	\$2,580
Climate Action Transportation Programs	RTC-P48	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,580	\$1,330	\$1,250
Complete Streets Implementation	VAR-P27	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$10,330	\$0	\$10,330
Coolidge Drive Reconstruction	VAR-P23	Reconstruction of roadway and bike lane.	\$3,100	\$0	\$3,100
Countywide Pedestrian Signal Upgrades	RTC-P26	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$2,070	\$1,035	\$1,035
Countywide Senior Driving Training	VAR-P24	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$800	\$80	\$720
Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$1,030	\$515	\$515
Electric Bicycle Commuter Incentive Program	VAR-P44	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$1,000	\$0	\$1,000
Environmental Mitigation Program	VAR-P38	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680	\$5,680	\$0
Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	CT-P07a	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,260	\$0	\$8,260
Live Oak Transit Hub	VAR-P46	Transfer node near rail corridor at 17th Ave - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530	\$530	\$0
Local Arterial ITS Infrastructure	VAR-P11	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	\$620	\$0	\$620

All Figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$54,500	\$54,500	\$0
Lump Sum Emergency Response Local Roads	VAR-P13	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$23,370	\$23,370	\$0
Mission St/Hwy 1 Bike/Truck Safety Campaign	VAR-P18	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520	\$520	\$0
Mobility Management Center	VAR-P04	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 and local senior information and assistance efforts. Implementing agency TBD. Est. annual cost: \$100-300k/yr.	\$7,750	\$0	\$7,750
Neighborhood Greenways	VAR-P33	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,170	\$0	\$5,170
Park and Ride Lot Development	VAR-P26	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$8,260	\$2,260	\$6,000
Planning for Transit Oriented Development for Seniors	VAR-P25	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80	\$80	\$0
Plug-in Electric Vehicle Access, Education & Promotion	VAR-P21	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	\$830	\$0	\$830
Public Transit Marketing	VAR-P20	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$1,550	\$775	\$775
Public/Private Partnership Bicycle and Pedestrian Connection Plan	VAR-P29	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150	\$150	\$0
Public/Private Partnership Transit Stops and Pull Outs Plan	VAR-P30	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.	\$150	\$150	\$0
Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100	\$3,100	\$0
Safe Routes to Schools Studies	VAR-P10	Studies to assess pedestrian and bicycle safety near schools.	\$210	\$210	\$0
Safety Plan	VAR-P36	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310	\$310	\$0
Santa Cruz County Open Streets	VAR-P40	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.(Average annual cost - \$100k/yr)	\$2,000	\$100	\$1,900
School Complete Streets Projects	VAR-P35	Implement ped/bike programs and facilities near schools.	\$10,330	\$0	\$10,330

All Figures in year 2016, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
School Safety Programs	VAR-P19	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$3,820	\$1,910	\$1,910
TDM Individualized Employer/Multiunit Housing Program	RTC-P53	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$4,650	\$2,325	\$2,325
Transit Oriented Development Grant Program	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$5,170	\$2,570	\$2,600
Transit Priority	VAR-P34	Install transit queues at major intersections.	\$5,170	\$2,585	\$2,585
Transit Service to San Jose Airport	VAR-P43	Provide transit service to San Jose airport from Santa Cruz. Current average annual need \$0.5M	\$11,000	\$0	\$11,000
Transportation Demand Management Plan	VAR-P37	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310	\$310	\$0
Transportation for Caregivers of Seniors/People with Disabilities	VAR-P42	Transportation service for caregivers of seniors or people with disabilities. Including, but not limited to programs such as, volunteer rides, taxi script, ride to work program. Current avg annual need \$.5M. Constrained=\$0M.	\$11	\$0	\$11
Transportation for Low Income Youth	VAR-P15	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: \$100k/yr.	\$2,580	\$0	\$2,580
Transportation for Low-Income Families	VAR-P41	Transportation service for low income families with children. Includes medical service rides, out-of-county rides, volunteer rides, taxi script, ride to work program, etc. Current avg annual need \$.5M. Constrained=\$0M.	\$11,000	\$0	\$11,000
Transportation System Electrification	VAR-P07	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650	\$0	\$51,650
Uncontrolled Pedestrian Crossing Improvements	VAR-P31	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$5,170	\$2,570	\$2,600
Watsonville Transit Hub	VAR-P47	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585	\$585	\$0
West Side Transit Hub	VAR-P45	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580	\$580	\$0
Various Agencies Total			\$273,346	\$116,710	\$156,636
Volunteer Center					
Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	\$3,750	\$1,640	\$2,110
Volunteer Center Total			\$3,750	\$1,640	\$2,110

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Uncon- strained
<i>Watsonville Airport</i>					
Lump Sum Watsonville Municipal Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, and runway extensions.	\$21,700	\$21,700	\$0
Watsonville Municipal Airport Operations	AIR-P02	Ongoing operations/maintenance. Average \$2M/year.	\$44,000	\$44,000	\$0
Watsonville Airport Total			\$65,700	\$65,700	\$0
Total Within Projected Funds (Constrained)				\$3,188,520	
Minimum New Funds Needed (Unconstrained)					\$3,735,893
*For some projects no cost estimate was available thus was not included in this total					

2040 Santa Cruz County Regional Transportation Plan
Public Priority Projects (not on constrained list)

Attachment 2

RTP_Num	Project	Constrained (1000s)	UnConstrained (1000s)	Total (1000s)
CAP-P01	Hwy 1/41st Avenue Interchange	0	0.01	0.01
CAP-P35	Auto Plaza Drive Extension to Bay Avenue	0	10330	10330
CO-P27b	Aptos Beach Dr Improvements (Esplanade to Rio Del Mar Blvd)	0	1240	1240
CO-P30p	Trout Gulch Rd Improvements (Soquel Dr. to end)	0	3000	3000
CO-P31a	26th Ave Improvements (entire length-Portola Dr to end)	0	2580	2580
CO-P32j	Valencia Rd Improvements (Trout Gulch Rd to Valencia School Rd)	0	1760	1760
CO-P33b	Cathedral Dr Improvements (entire length)	0	620	620
CO-P33e	Manfre Rd Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	0	620	620
CO-P71	Countywide Bike Projects	0	4130	4130
CO-P78	26th to 30th (at Lode/Quartz) Bike/Ped Connection	0	520	520
CT-P07a	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	0	8260	8260
CT-P38	Main St/Beach St/Lake Ave Bike Facilities	0	0	0
CT-P50	Hwy 17 Access Management - Multimodal Improvements	0	20000	20000
CTSA-P02	Lift Line Maintenance/Operations Center	0	15500	15500
CTSA-P03	Non-ADA Paratransit Service Expansion	0	21700	21700
CTSA-P04	Medically Fragile Specialized Transportation	0	5000	5000
CTSA-P06	Medical Specialized Transportation for Veterans	0	6500	6500
MTD-P15	Bus Rapid Transit	0	26780	26780
MTD-P20	Bikes on Buses Expansion	0	60	60
MTD-P23	Bike Station at Capitola Mall	0	1030	1030
MTD-P47	Electric Non-Fleet Vehicles	0	580	580
MTD-P54	South County Operations and Maintenance Facility	0	50000	50000
MTD-P56	Replacement of Watsonville Transit Center	0	25000	25000
MTD-P57	Bus on Shoulder	0	12000	12000
RTC 25	Recreational Rail Infrastructure	0	5340	5340

2040 Santa Cruz County Regional Transportation Plan
Public Priority Projects (not on constrained list)

RTP_Num	Project	Constrained (1000s)	UnConstrained (1000s)	Total (1000s)
RTC-P02	Rail Transit: Watsonville-Santa Cruz Corridor	0	283000	283000
RTC-P41	Rail Line: Freight Service Upgrades	0	25000	25000
SC-P108	Hwy 1 - Harvey West Area Alternative Access	0	4130	4130
SC-P112	Mission St (Hwy 1)/Laurel St Intersection Modification	0	1030	1030
SC-P113	Mission St (Hwy 1)/Swift St Intersection Modification	0	500	500
SC-P116	River St/River Street South Intersection Modification	0	520	520
SC-P120	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	0	620	620
SC-P122	Ocean Street Corridor Multiuse Transit Lane	0	410	410
SC-P124	Ocean Street/San Lorenzo River Levee Area Wayfinding	0	150	150
SC-P21	Brookwood Drive Bike and Pedestrian Path	0	1030	1030
SC-P66	Ocean Street Widening from Soquel to East Cliff	0	5170	5170
SC-P75	Lump Sum Bike Projects	0	6800	6800
SC-P76	Storey/King Street Intersection Left-Turn Lane	0	100	100
SC-P84	Ocean St Streetscape and Intersection, Water to Soquel	0	6200	6200
SC-P87	Soquel Ave Corridor Widening (Branciforte-Morrissey)	0	2320	2320
SC-P96	Bay/California Traffic Signals	0	520	520
SC-P97	Laurent/High Intersection Improvements	0	410	410
UC-P30	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	0	2580	2580
UC-P32	UCSC Bike Showers/Storage Lockers	0	620	620
UC-P34	Spring Street Bikeway	0	310	310
UC-P48	UCSC - Metro Station Bus Rapid Transit Improvements	0	5170	5170
UC-P55	UCSC Bicycle Facilities	0	1030	1030
VAR-P15	Transportation for Low Income Youth	0	2580	2580
VAR-P16	Bike Share	0	5170	5170

2040 Santa Cruz County Regional Transportation Plan
Public Priority Projects (not on constrained list)

RTP_Num	Project	Constrained (1000s)	UnConstrained (1000s)	Total (1000s)
VAR-P23	Coolidge Drive Reconstruction	0	3100	3100
VAR-P27	Complete Streets Implementation	0	10330	10330
VAR-P33	Neighborhood Greenways	0	5170	5170
VAR-P42	Transportation for Caregivers of Seniors/People with Disabilities	0	11	11
VAR-P43	Transit Service to San Jose Airport	0	11000	11000
WAT-P19	Lump Sum Bicycle Projects	0	5170	5170

2040 Santa Cruz County Regional Transportation Plan
Public Priority Projects (already on constrained list)

RTP_Num	Project	Constrained (1000s)	UnConstrained (1000s)	Total (1000s)
CAP 16	Bay Avenue/Capitola Avenue Intersection Modifications/Roundabout	1000	0	1000
CAP 17	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	310	0	310
CAP-P06	Citywide General Maintenance and Operations	35200	8800	44000
CHP-P01	Hwy 17 Safety Program	2200	0	2200
CO 36	State Park Drive/Seacliff Village Improvements	2375	0	2375
CO 64	Aptos Village Plan Improvements	4100	0	4100
CO-P08	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	620	0	620
CO-P11	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	775	2325	3100
CO-P14	La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	905	2715	3620
CO-P19	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	1885	5655	7540
CO-P26e	Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	825	2175	3000
CO-P26m	Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	1640	4350	5990
CO-P27k	Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	340	900	1240
CO-P35	Countywide General Road Maintenance and Operations	270000	218610	488610
CO-P38	Pajaro River Bike Path System	2500	7000	9500
CT-P45	State Highway Preservation (bridge, roadway, roadside)	233523	544867	778390
CT-P48	Hwy 17 Wildlife Habitat Connectivity	9198	0	9198
CTSA-P01	Countywide Specialized Transportation	46000	10700	56700
EA 02	Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education	65	0	65
MTD-P10	Local Transit - Continuation of Baseline Service Levels 2019-2040	741400	0	741400
RTC 03a	Santa Cruz Branch Rail Line Improvements	570	0	570
RTC 16	Bike Parking Subsidy Program	210	340	550
RTC 17	Ecology Action Transportation Employer Membership Program	1135	1185	2320
RTC 26	Bike To Work/School Program	1620	2000	3620
RTC 27a	Construction	82500	38500	121000
RTC 27b	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance	4800	4800	9600
RTC 36	Railroad Infrastructure Maintenance and Rehabilitation	22410	0	22410
SC 25	Hwy 1/9 Intersection Modifications	7850	0	7850
SC 38	Hwy 1/San Lorenzo Bridge Replacement	16320	0	16320
SC-P07	Citywide Operations and Maintenance	77000	86630	163630
SC-P101	Swift/Delaware Intersection Roundabout or Traffic Signal	500	0	500
SC-P105	Market Street Sidewalks and Bike Lanes	1030	0	1030

2040 Santa Cruz County Regional Transportation Plan
Public Priority Projects (already on constrained list)

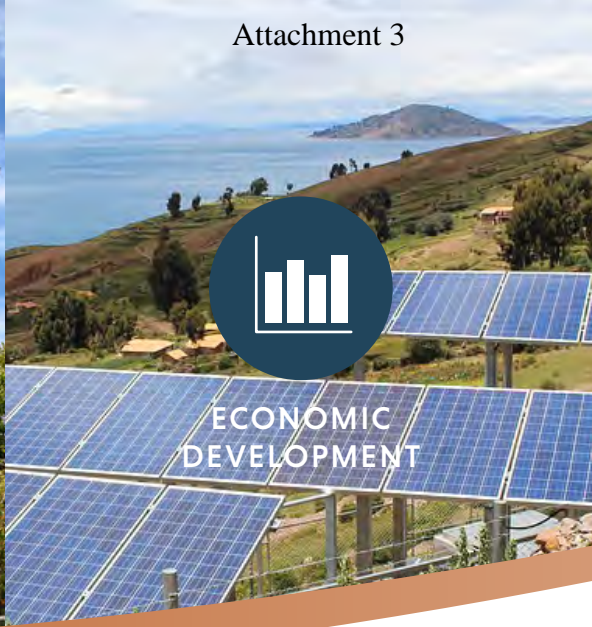
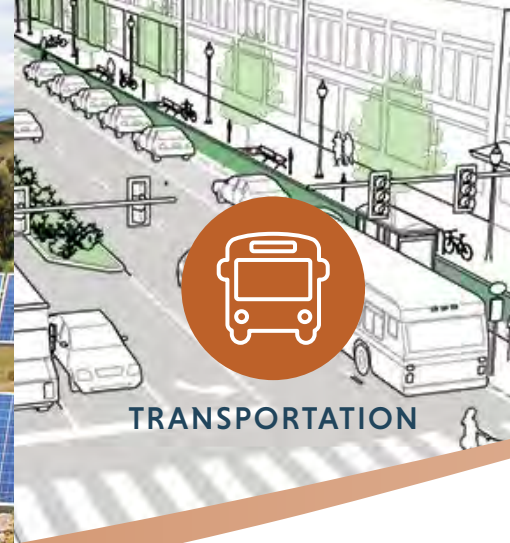
RTP_Num	Project	Constrained (1000s)	UnConstrained (1000s)	Total (1000s)
SC-P119	Soquel/Water (Branciforte to Morrissey) Crosswalks	150	150	300
SC-P123	Soquel/Branciforte/Water (San Lorenzo River to Branciforte) Bike Lane Treatments	410	0	410
SC-P125	Citywide Safe Routes to School Projects - ATP	1404	6800	8204
SC-P22	Chestnut St. Pathway	570	0	570
SC-P23	Delaware Avenue Complete Streets	150	0	150
SC-P29	Morrissey Blvd. Bike Path over Hwy 1	300	0	300
SC-P30	Murray St to Harbor Path Connection	210	0	210
SC-P35	San Lorenzo River Levee Path Connection	2070	0	2070
SC-P47	Chestnut Street Bike Lanes	100	0	100
SC-P59	King Street Bike Facility (entire length)	2070	0	2070
SC-P77	Bay Street Corridor Modifications	970	4130	5100
SC-P81	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	4650	0	4650
SC-P86	Ocean St Streetscape and Intersection, Plymouth to Water	2000	2130	4130
SV-P05	Citywide Sidewalk Program	2600	2570	5170
SV-P27	Citywide General Maintenance and Operations	11700	3070	14770
TRL 07SC	MBSST (Coastal Rail Trail): Segment 7 (Natural Bridges to Pacific Ave)	7400	0	7400
TRL 5	MBSST - North Coast Rail Trail	11000	9000	20000
UC-P65	Electric Vehicle Charging Stations	310	500	810
VAR-P03	Bicycle Sharrows	260	260	520
VAR-P05	Bike-Activated Traffic Signal Program	1030	0	1030
VAR-P10	Safe Routes to Schools Studies	210	0	210
VAR-P22	Monterey Bay Electric Vehicle Alliance (MBEVA)	300	110	410
VAR-P32	Bicycle Treatments for intersection improvements (ADD)	4130	0	4130
VAR-P39	Active Transportation Plan	2380	0	2380
WAT 01A	Hwy 1/Harkins Slough Road Corridor Improvements	8600	0	8600
WAT 27a	Main St. (Hwy 152)/Freedom Blvd Roundabout	1290	0	1290
WAT-P06	Citywide General Maintenance and Operations	44000	12820	56820
WAT-P42	Pajaro Valley High School Connector Trail	620	0	620
WAT-P46	Lower Watsonville Slough Trail	670	0	670

2040 Santa Cruz County Regional Transportation Plan
Projects Public Suggests to Remove or Revise

RTP_Num	Project	Project Description/Scope	Constrained	UnConstrained	Total	Public Comment
SC-P83	West Cliff/Bay Street Modifications	Signalization at all-way stop controlled intersections.	500	0	500	Do not add signal, stop sign works fine.
SC-P12	Morrissey/Poplar/Soquel Intersection Modification	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	0	2070	2070	Agree that that's a weird triangle of traffic flow but people seem able to deal with it courteously
SC-P96	Bay/California Traffic Signals	Install traffic signals for safety and capacity improvements.	0	520	520	Signal at Bay & Calif. - road capacity has never seemed a problem at this intersection. Stop signs seems to suffice. No signal please.
SC-P109	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	3500	0	3500	Roundabout at Bay & High - no - just put in a left turn arrow on the existing traffic signal
SC-P97	Laurent/High Intersection Improvements	Install Traffic Signal.	0	410	410	- Traffic signal at High & Laurent. No. The stop signs seem sufficient.
SC-P122	Ocean Street Corridor Multiuse Transit Lane	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism and improving transit facilities.	0	410	410	174 signatories demanding preservation of existing street parking on main corridor St... Morrissey, Ocean, Seabright, Soquel, Water, plus 7 neighborhood streets, Branciforte, Broadway, Fairmont, Frederick, LaFonda, Prospect Heights (originally De Laveaga Heights), and Poplar.



HOUSING

ECONOMIC
DEVELOPMENT

TRANSPORTATION

OPEN HOUSE

What will the Monterey Bay region look like in 2040?

The Association of Monterey Bay Area Governments (AMBAG) invites you to come learn about new tools to help shape our future together in collaborative and positive ways! Get involved and let us know what you think as we move forward to 2040.

By 2040, another 120,000 people will likely live in our region. We are also forecasted to create nearly 43,000 new homes and more than 57,000 new jobs!

Where will we live? Where will we work? How can we as a region make it easier for our residents to find appropriate housing and get to jobs, shopping and other destinations? And how can we best minimize impacts to the environment and maintain a quality of life that is the envy of visitors to our region?

Each open house will begin with a brief presentation describing the Sustainable Communities Strategy and the new toolkits we've created to help local communities plan for a more sustainable future and high quality of living. After the presentation, you can roam among stations to learn in more detail about housing, economic and transportation options for our region.

SCHEDULE

Monday, April 3 MARINA

Library Community Room
190 Seaside Circle, Marina
6:00 p.m. - 7:30 p.m.

Thursday, April 6 HOLLISTER

Hollister Community Center
300 West St, Hollister
6:00 p.m. - 7:30 p.m.

Monday, April 10 WATSONVILLE

Watsonville Civic Center
Community Room (4th Floor)
275 Main St, Watsonville
6:00 p.m. - 7:30 p.m.

Thursday, April 13 SALINAS

Steinbeck Center,
Vista Room
1 Main St, Salinas
6:00 p.m. - 7:30 p.m.



VIVIENDA



DESARROLLO
ECONOMICO



TRANSPORTE

CASA ABIERTA

¿Cómo será la región de Monterey Bay en el año 2040?

La Asociación de Monterey Bay Área Gobiernos (AMBAG) te invita a conocer nuevas herramientas para ayudar a formar nuestro futuro de manera colaborativa y positiva! Involucrarse y háganos saber lo que piensas mientras avanzamos al año 2040.

Es probable que otras 120,000 personas vivirán en nuestra región en el año 2040. También estamos previstos para crear casi 43,000 nuevos hogares y más de 57,000 nuevos empleos!

¿Dónde viviremos? ¿Dónde se trabajara? ¿Cómo podemos, como una región, hacerlo más fácil para que nuestros residentes encuentren vivienda adecuada y puestos de trabajo, acceso a centros comerciales y otros destinos? ¿Cómo podemos minimizar los impactos al medio ambiente y mantener una calidad de vida que es la envidia de los visitantes a nuestra región?

Cada casa abierta comenzará con una breve presentación que describe la estrategia sostenible de las comunidades y los nuevos kits de herramientas que hemos creado para ayudar a las comunidades locales a planificar un futuro sostenible y de calidad de vida. Después de la presentación, puede pasear entre las estaciones para conocer con más detalle acerca de viviendas, economía y opciones de transporte para nuestra región.

HORARIO

Lunes, 3 de Abril

MARINA

Library Community Room
190 Seaside Circle, Marina
6:00 p.m. - 7:30 p.m.

Jueves, 6 de Abril

HOLLISTER

Hollister Community Center
300 West St, Hollister
6:00 p.m. - 7:30 p.m.

Lunes, 10 de Abril

WATSONVILLE

Watsonville Civic Center
Community Room (4th Floor)
275 Main St, Watsonville
6:00 p.m. - 7:30 p.m.

Jueves, 13 de Abril

SALINAS

Steinbeck Center,
Vista Room
1 Main St, Salinas
6:00 p.m. - 7:30 p.m.



TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Measure D Implementation Updates

RECOMMENDATIONS

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

1. Receive updates from Measure D recipient agencies on development of their 5-year expenditure plans and adoption schedules; and
 2. Discuss maintenance of effort, performance measures, timely use of funds and other aspects of Measure D implementation.
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects, transportation for seniors and people with disabilities, highway corridors, active transportation, and the rail corridor. The Regional Transportation Commission (RTC) is responsible for implementation and administration of the measure. The Expenditure Plan categories: "Neighborhood Projects" and "Transportation for Seniors and People with Disabilities" include formula funding allocations to local jurisdictions and transit service providers for local efforts related to maintaining and improving local roads, including pavement, bicycle, and pedestrian infrastructure, and transit/paratransit services.

DISCUSSION

5-Year Program of Projects

All entities receiving Measure D funds (including the RTC) are required to develop a five-year program of projects, identifying how each agency plans to use Measure D funds in the upcoming 5 years. The 5-year project list will be updated annually and must be approved following a public hearing at each agency.

Starting in 2018 (by December 31) agencies will submit an annual report which includes an updated five-year program of projects, a report on prior fiscal year expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds). The Measure D Oversight Committee and annual fiscal audit will

review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D.

Staff recommends that Measure D recipient agencies provide updates on development of their 5-year expenditure plans, including public outreach and adoption schedules. A template for the five year project list is included in the Measure D guidelines. The program of projects approved by each agency will be posted on the RTC's Measure D website.

RTC staff is currently developing five-year plans for each of the regional transportation categories -- Highway Corridors, Active Transportation/Coastal Rail Trail, and the Rail Corridor, as well as San Lorenzo Valley/Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing. Those plans will be presented to RTC advisory committees in April and May and scheduled to be adopted following a public hearing at the RTC's June 1, 2017 meeting.

Funding Agreements and Guidelines for Formula Funds for Direct Allocations

Earlier this month, recipient agencies and the RTC's Budget and Administration (B&A) committee provided input on the preliminary draft master agreement and guidelines (Attachments 1 and 2 – *underline/strikeout reflect updates since prior version*) that delineate the requirements for Measure D funds that are directly allocated to local jurisdictions, Santa Cruz METRO, and Community Bridges. The documents are meant to ensure that funds are spent in accordance with the Measure D Ordinance and Expenditure Plan and policies and procedures to implement the Measure D programs. They clarify roles and responsibilities, provide guidance on eligible uses and expenditures of each fund type, outline the obligations of RTC in distributing the funds and the recipient agencies in expending the funds. The agreements and guidelines also ensure that standardized procedures are applied to each recipient of Measure D revenues.

Maintenance of Effort

Measure D funds will be allocated to the cities, the County, Santa Cruz METRO, and Community Bridge/Lift Line on a formula basis, as set forth in the ballot measure. Measure D requires that recipient agencies demonstrate that these funds will be used to enhance and not replace their current investments in the transportation system. The agreement and guidelines include mechanisms to ensure that Measure D funds increase or expand transportation projects and services (performance measures) and do not supplant funding already allocated to transportation activities ("maintenance of effort"), as mandated by California law. Individual agencies will describe how they are meeting this "Maintenance of Effort" requirement on an annual basis, as part of the annual report/5-year program of projects.

RTC staff has received several questions regarding the maintenance of effort requirement. **Staff recommends that the ITAC provide input on how to ensure that agencies are meeting California statute and Measure D requirements, as well as voter expectations that Measure D funds are used to maintain and improve transportation infrastructure and services.** How can recipient agencies demonstrate that Measure D revenues are supplementing

existing transportation revenues? Attachment 3 includes the language from the voter-approved Measure D Ordinance and examples of how revenue maintenance of effort is measured in other counties.

Beyond maintenance of revenue commitments, performance measures are often used to show that agencies are using new sales tax revenue to maintain the transportation system and go above and beyond what they did before. Attachment B of the Measure D Guidelines (Attachment 2) includes a list of performance measures that could be used for Measure D. Comments have been received requesting these measure be expanded to demonstrate that agencies are maintaining how much is spent on specific categories within each agency's budget, such as paratransit, fixed route transit service, and capital projects; street sweeping, pavement, bicycle and pedestrian projects, etc.; and general operations and maintenance, overhead, salaries and benefits. Requests have also been made to ask agencies to measure the impacts of projects by conducting baseline user counts and reporting safety statistics before and after projects are implemented to quantify project impacts. **Staff recommends that the ITAC provide input on what measures to include in the guidelines.**

Timely Use of Funds

Voters approved Measure D in recognition of the massive backlog of transportation needs in the region. The community is eager to see transportation improvements funded by Measure D. **Staff recommends that the ITAC discuss how to ensure that Measure D revenues are used in a timely manner.** A timely use of funds policy will be adopted by the RTC as part of the overall Measure D policies and procedures (currently under development). This policy could require Measure recipients to spend a minimum amount of Measure D revenues each year or limit the amount that can be carried forward. It might set deadlines for starting or completing projects or phases of projects identified in a five-year plan or require justification or RTC-approval when projects are unable to meet schedules shown in the plans.

Other Implementation Requirements

The agreement and its implementing guidelines also include funding allocation, payment and expenditure provisions, direct local distribution summary, reporting provisions, and liability and indemnification responsibilities. The documents also require recipients to install or mount signage to inform the public of what projects or services have been funded by Measure D. Staff will be working with recipient agencies over the next few months to develop specific signage designs and specifications, in consideration of signage used for other funding programs and state, federal, and local requirements.

Next Steps

Following review by RTC counsel, the master funding agreement and guidelines will be taken to the RTC board at its April meeting. The direct recipient agreements and five-year program of projects will need to be signed by recipient agencies by June 30, 2017. The allocation of funds pursuant to the agreement will be in effect beginning July 1, 2017.

Agencies that may receive funds from the highway corridors, rail corridor, and/or Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)/Active Transportation categories are not the subject of these agreements and guidelines, though many of the same requirements will apply. Subsequent cooperative agreements will be required for those funds. Those future agreements will delineate the roles of the agencies, liability and indemnification responsibilities, the manner and timing of reimbursement, project scope, cost, schedule and funding plan, including matching fund commitments, for each project or component of a Measure D project that is being implemented by another entity.

Later this year, staff will be refining 30-year revenue projections and the long term implementation plan. The implementation plan will provide a timeline and projections for delivery and cash flow of regional projects. As set forth in Section 8 of the Measure D Ordinance, the implementation plan will be updated at least every five years, following a public hearing. Purposes of the implementation plan are to provide additional information on the scope, cost, and delivery schedule of each Expenditure Plan project or program, provide updated revenue projections and discuss possible financing tools that may be needed to deliver the Expenditure Plan within the 30 years promised to voters. It will also describe the risks, critical issues and opportunities that the RTC should address to expeditiously deliver the Expenditure Plan, including opportunities for matching funds and proposed bonding or loan programs to accelerate project delivery.

SUMMARY

Measure D includes funds that will be allocated by formula to cities, the County of Santa Cruz, Santa Cruz METRO, and Community Bridges. Each of the Measure D recipient agencies are in the process of developing a five-year program of projects. In order to ensure that requirements set forth in the voter-approved Measure D Ordinance are implemented, recipients will be required to sign a master agreement and guidelines for Measure D formula funds.

Attachments:

1. Draft Master Fund Agreement
2. Draft Guidelines
3. Sample Maintenance of Effort Requirements

s:\itac\2017\mar2017\measdagreements-sr.docx

MEASURE D
MASTER FUNDING AGREEMENT
between the
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
and the
[INSERT RECIPIENT]

This Master Funding Agreement (“AGREEMENT”, effective the 1st of April 1, 2017, is entered into by and between the Santa Cruz County Regional Transportation Commission (“RTC”) and the [Insert Recipient] (“RECIPIENT”).

RECITALS

A. On November 8, 2016, the voters of Santa Cruz County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code, Division 19, Section 180000 et seq. (the “Act”), adopted an ordinance approving the Santa Cruz County Transportation Improvement Plan Measure (“Measure D”), thereby authorizing Santa Cruz County Regional Transportation Commission (“RTC”) to administer the proceeds from a retail transaction and use tax of one-half of one-percent (0.5%).

B. The duration of the Measure D sales tax will be 30 years from the initial date of collection, which is April 1, 2017, with said tax to terminate/expire on March 31, 2047. The tax proceeds will be used to pay for the programs and projects outlined in the Measure D Expenditure Plan and Ordinance, as it may be amended.

C. The Measure D Ordinance authorizes the RTC to allocate, administer, and oversee the expenditure of all Measure D revenues and to distribute revenues no less than quarterly to local jurisdictions, Santa Cruz Metropolitan Transit District (METRO), and the Consolidated Transportation Service Agency (Community Bridges), consistent with the formulas and provisions set forth in the Expenditure Plan;

D. This Agreement delineates the requirements of the Measure D funds that are directly allocated to local jurisdictions and transit operators, as authorized by the Measure D Expenditure Plan. Funds for projects identified in the expenditure plan to be funded from the highway corridors, rail corridor, and/or Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail) categories are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for any funds from those investment categories.

E. This AGREEMENT was approved by the governing body of the RTC on _____, 2017.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the RTC to allocate the direct allocation funds derived from Measure D receipts as described in the voter-approved Ordinance and Expenditure Plan for the following:

- Neighborhood Projects: Direct Allocation to Cities and County
- Transportation for Seniors and People with Disabilities: Direct Allocation to Service Providers

2. All Measure D distributions pursuant to this AGREEMENT shall be effective as of July 1, 2017.

A. Neighborhood Projects (Local Jurisdiction) Program

1. RTC will distribute Measure D Neighborhood Projects direct allocation funds at least quarterly to incorporated cities and the County of Santa Cruz pursuant to a formula weighted based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site in Santa Cruz County where revenue from the Measure D transaction and use tax is generated (32%). RECIPIENT's allocations are subject to change based on variations in annual population, road mile, and tax site generation figures. Data will be updated each year based on the latest available data.

2. The *Measure D: Guidelines for Direct Local Allocations* ("Guidelines") provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

3. Consistent with the Measure D Expenditure Plan, Measure D revenues will be allocated by formula 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 current and future 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.

B. Transportation for Seniors and People with Disabilities Program

1. RTC will distribute Measure D direct allocation funds pursuant to set percentages detailed in the Measure D Expenditure Plan.

2. As noted in the Measure D Expenditure Plan: 16% of net Measure Revenues will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for Seniors and people with disabilities. 4% of net Measure Revenues 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.

3. The *Measure D: Guidelines for Direct Local Allocations* ("Guidelines") provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. RTC'S DUTIES AND OBLIGATIONS

1. Within thirty working days of actual receipt of the Measure D sales tax revenues from the State Board of Equalization ("BOE") RTC shall remit to the RECIPIENT its designated amount of available direct allocation funds disbursed on a no less than quarterly basis by the formulas described above. As noted in the Measure D Expenditure Plan: distribution percentages are net after costs required for administration, implementation and oversight of the measure, including RTC administrative salaries and benefits (limited to 1% of total measure revenues), annual independent fiscal audits, reports to the public,

preparation and implementation of state-mandated reports, oversight committee, Board of Equalization fees, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. These costs are estimated in the RTC's annual budget.

2. RTC shall annually update the Measure D fund revenue projections and the resulting fund allocation formulas to reflect the most current data available. RTC shall use the updated Measure D program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

3. RTC shall report quarterly to the public the amount of Measure D revenues distributed to RECIPIENT quarterly and for the fiscal year.

4. RTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also of its calculation of the allocation formula for distributing Measure D revenues to various recipients and render an annual report to the RTC within 180 days following the close of the fiscal year. The RTC may consider extensions to this deadline on a case-by-case basis.

5. RTC shall provide ~~timely~~ at least 45-day notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to ensure that expenditures are in compliance with this AGREEMENT and the Measure D Ordinance and Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure D funds received in compliance with ~~the applicable~~ policies, guidelines and pPlans(s), including the Guidelines, the Measure D Ordinance, Expenditure Plan, 30-year Implementation Plan, and consistency with the Regional Transportation Plan and performance measures, as they may be adopted or amended by RTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure D funds received. RECIPIENT must account for Measure D funds, including any interest received or accrued, separately for each program, and from any other funds received from the RTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for Measure D funds and the respective usage and application of said funds. RTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT shall expend Measure D funds in compliance with timely use of funds policies ~~for Direct Local Distributions, as approved by the RTC, and,~~ as they may be adopted or amended by RTC from time to time.

4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure D revenues as reflected in the voter-approved Measure D Ordinance and Expenditure Plan, and agrees to accept the annual update of the sales tax allocation formulas, as reported by the RTC in its annual budget.

5. RECIPIENT hereby agrees that prior to commencement of any specific project or activity utilizing Measure D revenues, applicable provisions of the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA) shall be completed.

6. RECIPIENT hereby agrees to actively work to leverage or secure matching outside funding sources. Any additional transportation revenues made available through their replacement by matching

funds will be spent based on the principles outlined for fund allocations described in the Ordinance and Expenditure Plan.

C. OTHER EXPENDITURE CONDITIONS AND RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure D funds solely for transportation purposes as defined by the authorizing ballot measure. Any jurisdiction that violates this provision shall have their allocations suspended and must fully reimburse all misspent funds, including all interest which would have been earned thereon to be redistributed to other projects in the Neighborhood Projects or Transit categories of Measure D.

2. **Interest Earnings:** As set forth in the Measure D Ordinance, agencies implementing the Expenditure Plan projects may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. Any interest income earned on funds allocated pursuant to the Measure D ordinance or this agreement shall be expended only for the purposes for which the funds were allocated.

- a. Interest earnings on must be spent on the eligible uses defined in the Measure D Expenditure Plan, Ordinance, and “Guidelines.”
- b. Beginning in FY 18/19, each recipient agency shall estimate annual interest earnings and reflect these earnings in their 5-Year Program of Projects.
- c. The expenditure of interest earnings according to this policy will be included in the annual audit required by the Measure D Ordinance.

3. **Maintenance of Effort/Non-Substitution of Funds:** Pursuant to California Public Utilities Code Section 18001(e), RECIPIENT shall use Measure D funds to supplement and not replace existing revenues used for transportation purposes, agency indirect costs or overhead. As set forth in the Measure D Ordinance: Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure D Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, RECIPIENTS shall report on their compliance in the annual report, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies.

4. **Cooperative Fund Agreements:** To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions receiving funds from this measure. Jurisdictions receiving funds may, by annual or multi-year agreement, exchange funds provided that the percentage of funds allocated as provided in the Expenditure Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the RTC and shall be consistent with all rules adopted or approved by the RTC relating to such exchanges. The RTC may exchange Measure D revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the RTC to maximize effectiveness in the use of the Measure D revenues. Such federal or State funds shall be distributed in the same manner as Measure D revenues. The RTC shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

5. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure D programs, including direct staff costs and consultant costs, are eligible uses of Measure D funds. The intent of the measure is to expand and improve the transportation network through the construction, maintenance and operation of transportation projects and services. RTC does not allow

indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan. This may include, but not be limited to, the ICAP prepared for other state or federal programs.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

1. RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, RTC may withhold payment of further Measure D funds to RECIPIENT until full compliance is achieved.

2. RECIPIENT shall, by December 31st of each year, submit to RTC separate independently audited financial statements for the prior fiscal year ended June 30 of Measure D funds received and used. The RTC may consider extensions of the due date on a case-by-case basis. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the Expenditure Plan adopted by the voters. The RTC will prepare a publicly available annual report on past and upcoming activities and publish an annual financial statement.

3. RECIPIENT shall, by December 31st of each year, submit to RTC annual reports (covering the prior fiscal year) regarding programs and projects on which RECIPIENT expended Measure D funds. The RECIPIENT agency board shall annually adopt the annual report, after holding a public hearing. The annual report shall include 1) a five-year program of projects including information about each of the projects to be funded with Measure D revenues. RECIPIENT shall submit the program of projects to the RTC in a format that can be easily understood by members of the public; and 2) Description of expenditures of Measure Revenues from the most recently completed fiscal year.

4. RECIPIENT shall document expenditure activities and report on the performance of Measure D funded activities through the annual report process, or through other RTC performance and reporting processes as they may be requested, including but not limited to the annual Five-Year Program of Projects, planning and monitoring reports. The RTC shall utilize information from RECIPIENT on expenditures to prepare a comprehensive report to the public on the expenditure of Measure D revenues.

5. RECIPIENT shall install or mount signage adjacent to Measure D funded construction projects and/or on vehicles funded with Measure D funds (e.g., RECIPIENT, MEASURE D, and RTC logos; with statement such as “Your Measure D Transportation Tax Dollars Help Fund this Project/the Operation of This Vehicle!”) where practical, so Santa Cruz County taxpayers are informed as to how RECIPIENT is using Measure D funds. See separate “*Measure D: Guidelines*” for additional signage guidance.

6. RECIPIENT shall provide current and accurate information on RECIPIENT’s website, to inform the public about how RECIPIENT plans to and is using Measure D funds. RECIPIENT shall notify RTC staff once the draft 5-year program of projects is available for public review and at least ~~four~~ two weeks in advance of the anticipated date of board action on the annual 5-Year Program of Projects.

7. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure D funds. This could be in a local newspaper, agency newsletters, or via internet-based platforms, including but not limited to blogs, websites, and social media sites.

8. RECIPIENT shall actively conduct public outreach~~participate in a public information program~~, in partnership with RTC and/or its advisory committees, as a means of ensuring that the public has the ability to access information about which projects and programs are funded ~~through~~ with Measure D funds.

9. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure D funds before the RTC and/or the Independent Oversight Committee or RTC advisory committees, as applicable.

10. RECIPIENT agrees that RTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of RTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. INDEMNITY BY RECIPIENT

1. Neither RTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure D funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless RTC, its governing body, and all its officers, agents, and employees, from any liability imposed on RTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure D funds distributed to RECIPIENT pursuant to this AGREEMENT.

B. INDEMNITY BY RTC

1. Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RTC under or in connection with any work, authority or jurisdiction delegated to RTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RTC under or in connection with any work, authority or jurisdiction delegated to RTC under this AGREEMENT.

C. JURISDICTION AND VENUE

1. The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Santa Cruz County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. ATTORNEYS' FEES

1. Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

F. TERM

1. The term of this AGREEMENT shall be from April 1, 2017 to June 30, 2022, unless amended in writing or a new Master Funding Agreement is executed between RTC and RECIPIENT for Measure D revenues.

G. SEVERABILITY

1. If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

H. MODIFICATION

1. This AGREEMENT, as well as the referenced Guidelines, Measure D Ordinance and Expenditure Plan, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure D program funds (but not project funding agreements). This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Guidelines, performance measures, and other policies related to Measure D funds may be changed from time to time by the RTC.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

ENTER NAME (RECIPIENT)

**SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION (RTC)**

By: _____
Name _____ Date _____
Title _____

By: _____
George Dondero _____ Date _____
Executive Director

Approved as to Form and Legality:

Approved as to Legal Form:

By: _____
Name _____ Date _____
Title _____

By: _____
Legal Counsel to SCCRTC _____ Date _____

\\\\rtcserv2\\shared\\measured\\lsrandtransitallocations\\masterfundingagreement-boilerplate.docx

DRAFT

Measure D Guidelines for Direct Local Allocations for Neighborhood Projects and Transportation for Seniors and People with Disabilities

Section 1. Purpose

- A. To specify the eligible uses of and requirements for funds authorized under Measure D (2016) that local jurisdictions, Santa Cruz Metropolitan Transit District (METRO), and Community Bridges must follow in their use of Measure D funds authorized under the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” categories. These guidelines are incorporated by reference into the *Measure D Master Funding Agreement*. Additional terms and conditions are contained in the agreements themselves, the Measure D Ordinance and Expenditure Plan. The intent of these guidelines is to:
 - 1. Provide guidance on eligible uses and expenditures of Measure D “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” direct allocation funds.
 - 2. Guide implementation of the Measure D Ordinance and Expenditure Plan, as it relates to these direct allocations.
- B. These guidelines only apply to the ongoing formula allocations of net revenues to cities, the County of Santa Cruz, and transit/paratransit operators (RECIPIENTS). Separate Guidelines apply to “Neighborhood Projects” investments which are allocated specific dollar amounts (Highway 9 Corridor in San Lorenzo Valley and Highway 17 Wildlife Crossing) and other Measure D investments categories (Highway Corridors, Active Transportation, and Rail Corridor).

Section 2. Authority

- A. The Santa Cruz County Regional Transportation Commission (RTC) is responsible for implementation of Measure D. These Measure D guidelines, adopted by the RTC board, set forth eligible uses and expenditures of Measure D revenues designated to the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” categories. The RTC may update these guidelines on an as-needed basis and will do so with involvement of Measure D revenue recipients, and the RTC’s technical, bicycle, and elderly/disabled advisory committees, as applicable. Exceptions to these guidelines must be requested in writing and be approved by the RTC board.

Section 3. Background

- A. On November 8, 2016, voters approved the 2016 Santa Cruz County Transportation Improvement Plan - Expenditure Plan: Measure D, which allocates 30% of net revenues to a “Neighborhood Projects” program and 20% to a “Transportation for Seniors and People with Disabilities” program. ~~Master funding agreements~~ Section 5 of these guidelines clarify eligible fund uses and expenditures in association with Direct Local Allocation funds (also referred to as formula funds, direct distributions, direct allocations).
- B. **Neighborhood Projects – Direct Allocation to Cities and County:** As set forth in the voter approved Expenditure Plan, all but \$15 million total over 30 years of 30% of net Measure D revenues will be distributed to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for eligible transportation projects based on the formula set forth in the Measure D

Expenditure Plan.

C. Transportation for Seniors and People with Disabilities - Direct Allocation to Service Providers
funds will be distributed as follows:

1. 16% of net Measure Revenues will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities.
 2. 4% of net Measure Revenues will be allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County (Community Bridges-Lift Line) for paratransit services that increase transportation options for seniors, individuals with disabilities, and persons with low incomes.
- D. 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.

Section 4. Definition of Terms

- A. **Authority/RTC:** The Santa Cruz County Regional Transportation Commission (RTC) is the state-designated regional transportation planning agency and is the Local Transportation Authority (Authority) for Santa Cruz County which performs long-range planning and funding for countywide transportation projects and programs, and administers the Measure D half-cent transportation sales tax programs, approved by voters on November 8, 2016.
- B. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.
- C. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)
- D. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:
1. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 2. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, skaters, users of public transportation, ~~and seniors, and other users of transportation facilities.~~

- E. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to programs funded through the RTC Master Funding Agreements.
- F. **Direct cost (DC):** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of Measure D-funded projects, consultants, contractors, and materials. These funds may be used for travel or training if they are directly related to the implementation of the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” funds.
- G. **Direct Local Allocation (or Distribution) Funds:** Funds allocated based upon a funding formula defined in a voter approved measure and allocated to eligible agencies on a regularly schedule basis (no less than quarterly).
- H. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs funded by Measure D.
- I. **Environmental documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- J. **Equipment and vehicles:** Purchase or lease of vehicles and equipment for Measure D-funded transportation services, information dissemination, fare collection, maintenance, etc.
- K. **Grants:** Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on applicable evaluation criteria; and allocated based on a reimbursement basis.
- L. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers’ salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.
- M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.
- N. **Net Measure D Revenues:** The net amount of Measure D sales tax revenues remaining after costs required for administration, implementation and oversight of the measure. These expenses include 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. Net revenues are distributed by formula to the investment categories identified in the Expenditure Plan.
- O. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.
- P. **Pedestrian crossing improvements:** Pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.

- Q. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- R. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.
- S. **Recipient:** Agencies receiving direct allocations of funds from the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” Expenditure Plan categories.
- T. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.
- U. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.
- V. **Signage:** Warning, regulatory, wayfinding, or informational signage.
- W. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.
- X. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.
- Y. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.

Section 5. Fund Allocations

A. “Neighborhood Projects” Direct Allocation Funds

1. *General:* RTC distributes Measure D “Neighborhood Projects” funds to incorporated cities in the county and to the County of Santa Cruz to be spent on transportation capital improvements intended to directly maintain and improve the multimodal local streets and roads network in Santa Cruz County. Each city and Santa Cruz County will receive their proportional share (which share shall be adjusted annually as described in the Master Funding Agreement) of the direct allocation Neighborhood Projects funds based on the formula specified in the Measure D Expenditure Plan. These funds are allocated on a no less than quarterly basis directly to each city and the County. These funds must be placed in a separate account for the Measure D program and will require annual audits. Agencies will maintain all interest accrued from the Measure D funds within the program.
2. *Formula:* Neighborhood Project Funds to cities and the County of Santa Cruz shall be distributed by the following formula: 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.
3. *Eligible Project Types:* These funds may be used for any local transportation need based on local priorities identified in the recipient agency’s annually updated 5-Year Program of Projects. Neighborhood Projects to be funded with Measure D revenues may include the items below under

Eligible Uses (5) which are determined as necessary for the benefit of residents in those jurisdictions and approved through a public process by the jurisdiction.

4. 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 in the next five years and how measure funds were spent in the prior year.
5. *Eligible Uses:* The Measure D “Neighborhood Projects” funds allocated to cities and the County of Santa Cruz may be used for capital projects, programs, maintenance, and operations that directly improve local streets and roads and local transportation. These include streets and roads projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation projects, as approved through a public process by the jurisdiction. Projects will also incorporate complete streets practices that make local roads safe for all modes, including bicyclists and pedestrians, and accommodate transit. Eligible uses for these funds include, but are not necessarily limited to:
 - a. Capital projects, including:
 - i. All phases of capital projects, including feasibility studies, planning, environmental, right-of-way acquisition, construction, construction management
 - ii. Transportation infrastructure maintenance and preservation including fixing potholes, repaving, resurfacing, rehabilitation, and reconstruction of local streets, roads, pathways, and maintenance of curbs, gutters and drains.
 - iii. Intersection improvements, including signals, turn lanes, etc.
 - iv. Signage and striping on roadways, including crosswalks, traffic and bicycle lanes
 - v. Improvements or upgrades to transportation bridges and tunnels
 - vi. Installation of or upgrades to sidewalks and curb ramps
 - vii. Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations
 - viii. Purchase or lease of equipment or new vehicles dedicated for local streets and roads projects
 - ix. Crossing projects including traffic signals, signage, traffic lights, and striping (at intersections, interchanges, railroads, freeways, etc.), including bicyclist and pedestrian treatments
 - x. Pedestrian facility installation and maintenance, including sidewalk repair and installation, curb ramps, countdown signals, accessible signals, at-grade crossings
 - xi. Bicycle facility installation and maintenance, including bikeways, bicycle routes, boulevards, lanes, multi-use pathways, green lanes, sharrows, bicycle boxes

- xii. Improvements to roadways at rail crossings, including grade separations and safety protection devices
 - xiii. Pedestrian and bicycle access to, from and at transit facilities
 - xiv. Traffic calming projects
 - xv. Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways
 - xvi. Bus stop improvements, including bus pads, turnouts and striping
 - xvii. Improvements to roadways for truck or transit routing.
- b. Transportation system operations including:
- i. Operations of traffic signal system controls and interconnections, corridor monitoring and management, signal synchronization and transit prioritization.
 - ii. Public transit operations including bus, shuttle, rail, and paratransit services
 - iii. Safe routes to schools programs.
- c. Direct staff and consultant costs that support eligible activities, including the annual report and audit for Measure D revenues.
- d. Direct staff training costs directly related to implementation of projects or programs implemented with the Measure D “Neighborhood Projects” Funds.
6. *Ineligible Uses:* The following is a list of ineligible uses of Measure D “Neighborhood Projects” funds:
- a. Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation
 - b. Capital projects, programs, maintenance, operations, or purchases that do not directly improve local transportation facilities
 - c. Projects or programs that exclusively serve city/county staff
 - d. Supplanting existing funds designated for transportation programs and projects.
 - ~~d.~~ Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan and Measure D funds are not supplanting other funds used to cover existing overhead and indirect costs.

B. “Transportation for Seniors and People with Disabilities” Funds

1. *General:* RTC distributes Measure D “Transportation for Seniors and People with Disabilities” funds to Santa Cruz METRO and the CTSA to be spent on transportation capital improvements, services, and operations that provide transportation services to seniors or people with disabilities,

with the intent to maximize the number of rides provided. METRO and the CTSA will receive direct allocations of net Measure D funds based on the formulas specified in the Measure D Expenditure Plan. These funds are allocated on a no less than quarterly basis directly to each service provider. These funds must be placed in a separate account for the Measure D program. Agencies will maintain all interest accrued from the Measure D funds within the program.

2. *Formulas and Purpose:* As described in the voter-approved Measure D Expenditure Plan:
 - a. 16% of net Measure Revenues will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities.
 - b. 4% of net Measure Revenues will be allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, Community Bridges-Lift Line, for paratransit services that increase transportation options for seniors, individuals with disabilities, and persons with low incomes.
3. The METRO and CTSA are best able to determine their transportation needs, shall each prepare a five-year plan through a public process to identify how they plan to spend their share of measure funds in the next five years and an annual report detailing how measure funds were spent in the prior year. Reports prepared by the CTSA are subject to review and concurrence from the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC).
4. *Eligible Uses:* The Measure D funds allocated to Santa Cruz Metropolitan Transit District (METRO) and Community Bridges-Lift Line (CTSA) may be used for capital projects, programs, maintenance, or operations that directly improve transportation for seniors and people with disabilities. Eligible uses for these funds include, but are not necessarily limited to:
 - a. Capital projects, including:
 - 1) All phases of capital projects, including feasibility studies, planning, environmental, right-of-way acquisition, construction, construction management
 - 2) Upgrades to or expansions to bus, paratransit, and shuttle infrastructure
 - 3) Purchase or lease of equipment or new vehicles for transit services
 - b. METRO public transit and paratransit system operations and services, including express, local, and feeder buses, shuttles, and paratransit services that serve seniors and people with disabilities
 - c. Paratransit services operated by the CTSA.
 - d. Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.
 - e. Direct staff and consultant costs to develop, plan, implement, manage, operate and maintain transit and paratransit projects and programs that serve seniors and people with disabilities.

- f. Direct staff and consultant costs to provide customer service and outreach for transit and paratransit projects and programs
 - g. Direct staff and consultant costs that support eligible activities, including the annual report and audit for Measure D revenues
 - h. Direct staff training costs directly related to implementation of projects or programs implemented with the Measure D “Transportation for Seniors and People with Disabilities” funds
5. *Ineligible Uses:* The following is a list of ineligible uses of Measure D “Transportation for Seniors and People with Disabilities” funds:
- a. Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation
 - b. Capital projects, programs, maintenance, or operations that do not directly improve local transit or paratransit facilities or services
 - c. Projects or programs that exclusively serve recipient agency staff
 - d. Supplanting existing funds designated for transportation programs and projects.
 - e. Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan and Measure D funds are not supplanting other funds used to cover existing overhead and indirect costs.

C. Approval of Projects/Program – The 5-Year Program of Projects~~Lists:~~ Prior to the agency expending the Measure D funding on any projects or programs, All projects and programs that use Measure D “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” direct allocation funds must receive be approved by the recipient-agency governing board following a public hearing~~approval prior to the agency expending the Measure D funding on the project/program.~~ This approval allows the opportunity for the public to provide input on planning for Measure D-funded projects. These projects and programs must be included in the Five Year Program of Projects. Project sponsors are encouraged to use the Five Year Program of Projects template included as Attachment A.

Section 6. Performance Metrics

Recipients of Measure D revenues shall report on the performance of Measure D funded activities as per to the annual report process, or through other RTC performance and reporting processes as they may be requested, including but not limited to the annual report Five-Year Program of Projects, and report of prior year expenditures, and annual audit~~planning and monitoring reports.~~ Attachment 2B provides a sample list of performance measures that may be used.

Section 7. Maintenance of Effort

- A. Recipient shall use Measure D funds to supplement and not replace existing revenues used for transportation purposes, agency indirect costs or overhead. Existing funds, revenues and other

resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies.

B. Agencies shall demonstrate their maintenance of effort through the annual report and audit.

Section 8. Complete Streets Policy Requirement

A. To receive Measure D “Neighborhood Projects” funds, local jurisdictions must do both of the following with respect to Complete Streets policies:

1. Have an adopted Complete Streets policy.
2. Comply with the California Complete Streets Act of 2008, including any amendments. The California Complete Streets Act (AB1358) requires that local general plans do the following:
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 - i. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
 - ii. The Governor’s Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*
https://www.opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf
3. Agencies are encouraged to utilize the *Monterey Bay Area Complete Streets Guidebook*
<https://sccrtc.org/projects/multi-modal/santa-cruz-county-complete-streets/>

Section 9. Pavement Condition Index Reporting

A. To receive Measure D “Neighborhood Projects” funds, local jurisdictions must:

1. ~~Include in information on Annual report on~~ the citywide pavement condition index (PCI), which rates the “health/surface condition” of local streets from 1 to 100, in the Annual Report.
2. If the PCI drops below the prior year’s average index, specify in the annual report what funding amounts, policies, or other needs are required to enable increasing the recipient’s PCI to 60 or above.

Section 10. Signage

- A. *Background:* The display of project signs is regularly utilized by public agencies to provide members of the public with information about the construction and operation of transportation projects. Project signs are posted near the location of the project, or on the vehicle in the case of bus transit projects, and typically display the project name, the project cost, funding source, project sponsor and estimated completion date. Project signs also are used to help inform the public of what programs help fund projects, like the Measure D transportation sales tax.
- B. *Project Signage Provisions:* RTC, in coordination with local project sponsors, will utilize project signs to provide members of the public with information on projects and programs that the Measure D program is helping deliver. Project sign guidelines will help provide uniformity for project sponsors in the implementation of the Measure D program. Projects that meet the thresholds identified in the guidelines will follow the appropriate display schedules and project signage type. While specifications for Measure D project signs have been developed by types of projects, if the prescribed sign type obstructs user accessibility or causes a potential safety hazard, project sponsors have the discretion to install alternative signage that displays the Measure D logo at a minimum.
- C. *Measure D Contribution Thresholds, Display Schedules, and Sign Specifications:* Measure D project sign installation will follow the Measure D contribution thresholds, display schedules, and sign specifications summarized in Attachment C. RTC will provide templates of sign specifications to project sponsors.

Section 11. Advancement of Direct Local Allocation Distribution Funds

- A. The RTC may consider advancing future year direct allocation funds, with the goal of seeing improvements made in the near term, if sufficient funding is available for short term loans from other Measure D programs. If a jurisdiction is interested in this option, a written request to the RTC Executive Director indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis and will be approved by the RTC only if they do not delay implementation of other projects.

Section 12. Adoption of Guidelines

- A. Measure D guidelines are adopted by the RTC on an as-needed basis. Changes to Guidelines will be brought through the RTC's Interagency Technical Advisory Committee for review and comment, as well as any other RTC committees as necessary, before changes are adopted by the RTC Commission.

Credit: These Measure D guidelines are adapted from ACTC's "Implementation Guidelines for the Local Streets and Roads Program Funded through Measure B, Measure BB, and Vehicle Registration Fees"

\\\\rtcserv2\\shared\\measured\\lsrandtransitallocations\\subrecipientguidelines.doc

5-Year Program of Projects Content

All agencies that use Measure D “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” direct allocation funds must receive governing board approval prior to the jurisdiction expending Measure D funding on any project/program. This approval allows the opportunity for the public to provide input on planning for local streets and roads and transit projects and programs.

Contents of 5-year Program of Projects, adopted by the jurisdiction’s governing board, following a public hearing (which may be done as part of agency’s overall budget or Capital Improvement Program adoption):

- 1) **5-year Project List:** List of projects on which to specifically spend Measure D funds. All projects must be consistent with the Measure D Ordinance/Expenditure Plan and Implementation Guidelines. They should be focused on addressing the promises made to voters.

- a. **Grouped Project List:** List in spreadsheet how you anticipate using Measure D allocations.
(see sample excel sheet)

Name/ Road/ limits	Description, complete streets components	Total cost estimate	\$\$\$ of Measure D to be used each year					Other funds	Const. schedule
			FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22		

- b. **Major Projects** – In addition to including in one row of grouped list, include following basic info on each major project/program (*Next page includes sample template for this information or project sponsors can use their own template/fact sheet that includes this information.*)
 - i. Project name
 - ii. Description: Brief description of work to be done and project location
 - iii. Project benefits/purpose
 - iv. Complete Streets consistency
 - v. Cost/Funding: cost by phase, and other funds (secured or anticipated) - local, grants using by Measure D funds to leverage, etc.
 - vi. Schedule – timing of environmental review, design, right-of-way, and construction
 - 2) **Future Funds (if applicable):** General description of anticipated use of Measure D funds through 2047 if know (e.g. priority future projects, if there is a large project you may be saving funds up for, or general ongoing roadway rehab, paratransit service, Active Transportation Plan implementation)
 - 3) **Public Process:** Describe public input process – on 5-year plan and individual projects, and how these projects were prioritized.
 - Must be approved by recipient board after at least one public hearing
 - 4) **Maintenance of effort:** Attach documentation of other revenues spent in past 3 years on transportation and amount budgeted in current/upcoming fiscal year.
 - Provide justification of any reduction in local funds designated for operations and/or projects.

Text from Measure D Ordinance related to 5-year Program of Projects – Section 32.A.1):

Each agency receiving Measure Revenue shall annually adopt, after holding a public hearing, an annual report which includes 1)a five-year program of projects including information about each of the projects to be funded with Measure Revenues allocated according to the Expenditure Plan. Local and regional agencies shall submit their program of projects to the Authority in a format that can be easily understood by members of the public.

s:\ballotmeasure\2016\postelection\implplans\5yearplans\5yrplanstemplate.docx

MEASURE D: MAJOR PROJECT INVESTMENTS

Category: (list one-Neighborhood Projects, Highway Corridors, Transportation for People with Disabilities, Active Transportation/MBSST, Rail Corridor)

PROJECT NAME/TITLE

Implementing Agency: agency name

Description/Scope:

Brief description of work to be done and project location (plus graphics, photos, etc if available/appropriate)

Project Location/Limits:

Describe project location, include map if appropriate

Project Purpose/Need/Benefits:

Description of benefits, reasons for project

Complete Streets consistency:

Description of complete streets components of project; ensure consistency with Complete Streets Guidebook (see: check list too - <https://www.sccrtc.org/wp-content/uploads/2013/08/ChecklistFinal.pdf>)

If applicable:

Miles of New Bike Lanes/trails:

Miles of New Pedestrian Walkways/sidewalks:

Cost/Funding/Schedule Information:

Cost by phase, and other funds (secured or anticipated) - local, grants using by Measure D funds to leverage, etc.

	Cost by phase				
	Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction	Other
Timing of work (start/end month/yr)					
Measure D					
List Other Sources (as applicable)					
HUTA					
Grant x					
METRO sales tax					
Developer Fee					
TBD-additional need					
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -

Public Outreach

List public outreach that has been done or will be done for project. (e.g. past plans, committee review, public hearings, CEQA, etc)

Project Contact: Project Manager Name/contact info/project website info (if applicable)

Measure D: 5-Year Program of Projects (FY17/18-FY22/23)

Agency: City of X

Expenditure Plan Category:

Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations (update for your agency per RTC notice)	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

			Amount of Measure funds to be used					Other Funds \$	Other fund sources	Est. Construction start date	Major project? * (yes/no)
Name/Road/ limits	Description, complete streets components	Total cost estimate	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
Main Road Rehab (from RTC Lane to 1st Ave)	System preservation, rehab roadway, install bicycle lanes, add transit turnout, add ADA curb ramps	\$575,000	\$50,000	\$80,000	\$395,000			\$50,000	General Fund for pre-construction (envir, design, ROW)	Summer 2017	No
Avenue C Multiuse Path (from y Ave to z Rd.)	Add 4' bicycle lanes	\$1,100,000	\$250,000					\$850,000	ATP-\$500,000; HUTA - \$350,000	Approx. 2019-2021	Yes
Avenue C Multiuse Path (from y Ave to z Rd.)	Add 4' bicycle lanes	\$4,225,000				\$1,225,000	\$500,000	\$2,500,000	ATP-\$1,000,000; HUTA - \$500,000; Developer Fee - \$1M	Approx. 2019-2021	Yes
Estimated Annual Measure D Expenditures			\$300,000	\$80,000	\$395,000	\$1,225,000	\$500,000				
Carry over to next fiscal year			\$200,000	\$620,000	\$725,000	\$0	\$0				
Annual Interest Earnings on Measure D Revenues				\$500	\$1,550	\$1,813	\$0				

*For Major Projects (e.g. require CEQA, over \$1M, and/OR lots of public interest), provide separate one-page summary with longer description, describe consistency with the Complete Streets Act; Cost/Funding/schedule by phase)

ATTACHMENT B
SAMPLE PERFORMANCE MEASURES

PERFORMANCE MEASURE SUMMARY

Direct Local Distribution recipients are to document the performance and benefits of the projects and programs funded with Measure D funds. The following performance measures are a selection of performance standards to be documented by the recipients, as applicable. Additional or alternate performance measures may be requested by the RTC or recipients.

Performance reporting will be done through the annual report and audit process and/or various planning activities, as applicable. Performance will be evaluated periodically through the aforementioned evaluation reports to determine the effectiveness of investments and to inform future investment decisions. Note: The *Measure D Guidelines for Direct Local Allocations* may contain additional listing of performance measures by program type.

NEIGHBORHOOD PROJECTS PROGRAM (Local Streets and Roads - LSR)
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action
Pavement State of Repair	Track Pavement Condition Index (PCI)	Every three years via Annual Report	Any agency with a falling PCI must provide an explanation
Complete Streets Implementation Expenditure of LSR Measure D funds on bicycle and pedestrian projects elements	<ul style="list-style-type: none"> ▪ Percent of annual Measure D LSR investment to support bicycling and walking. ▪ Number of linear feet or lane miles of bicycle facilities built or maintained (bike lanes, bike routes, multi-use pathways) ▪ Number of pedestrian projects completed (linear feet of sidewalks, number of crossing improvements/stripping, quantify traffic calming items, lighting, landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained) ▪ Describe how school access was improved for children bicycling and walking 	Annually via Annual Report	Provide an explanation if less than 45 <u>20</u> % of <u>Measure funds are</u> spent on bicycle and pedestrian facilities.
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, right-of-way, construction and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Annual Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will increase in the subsequent years
<u>Leveraged Funds</u>	<u>Report total grants and other funding secured using Measure D revenues as a match.</u>	<u>Annually via Annual Report</u>	<u>Explain if Measure D funds fully funding projects.</u>

**TRANSPORTATION FOR SENIORS AND PEOPLE WITH DISABILITIES PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action
Ridership/Service Utilization <ul style="list-style-type: none"> Annual Ridership Passenger trips per revenue vehicle hour/mile 	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons.	Annually via Annual Report	<u>N/A Provide information on why numbers went down.</u>
Cost Effectiveness <ul style="list-style-type: none"> Operating Cost per Passenger Operating Cost per Revenue Vehicle Hour/Mile 	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI	Annually via Annual Report	Any agency with significant increase in costs must provide an explanation
Service Provision <ul style="list-style-type: none"> Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles <u>Service areas</u> 	<ul style="list-style-type: none"> 15 minute or better frequencies on major corridors or trunk lines: 10 minute or better frequencies during weekday peak periods Service span of 7 days/week, 20 hours per day Maintain or increase revenue hours/miles <u>Number of routes</u> <u>Total service hours</u> 	Annually via Annual Report	Any agency not meeting expected performance must provide an explanation and a description of how service provision will be met in the future.
Service Operations and Provisions Number of people served or trips provided to seniors or people with disabilities <u>Percent of fixed route service used by seniors and people with disabilities</u>	Track number of seniors or people with disabilities served by program. <ul style="list-style-type: none"> Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery, and fixed-route transit 	Annually via Annual Report	N/A; Report on ridership or service data.
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure D program cost per one-way passenger trip divided by total trips or total passengers during period.	Maintain cost per trip or per passengers <ul style="list-style-type: none"> Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips 	Annually via Annual Report	Any agency with significant increase in costs must provide an explanation
<u>Breakdown of METRO budget for ParaCruz and fixed routes service</u>	<u>Maintain paratransit operating budget and service.</u>	<u>Annual Report</u>	<u>If other funds shifted from one program to another, provide explanation.</u>
<u>Leveraged Funds</u>	<u>Report total grants and other funding secured using Measure D revenues as a match.</u>	<u>Annually via Annual Report</u>	<u>Explain if Measure D funds fully funding projects.</u>

ATTACHMENT C: Measure D Project Sign Guidelines Summary			
Project Type	Measure D Funding Threshold	Display Schedule	Type of Signage
Neighborhood Projects: Capital Improvement Projects	Contribution greater than \$25,000	Prior to the construction, during construction and 1 months after the completion of construction.	2' by 3' sign for \$25k-\$999,999; 4' by 6' for greater than \$1 million
Transit/paratransit Capital	Contribution greater than \$10,000	Vehicles: Life of vehicle Transit Facilities and Amenities: Prior to the construction, during construction and 1 month after the completion of construction.	Vehicles: 18" by 18" Amenities: 2' by 3'
Transit Operations	Contribution greater than \$10,000	Funding duration	18" by 18"
Regional Capital Projects (Highway, Rail, Trail)	All projects	Prior to the construction, during construction and 3 months after the completion of construction	4' by 6' sign

Sample Maintenance of Effort Requirements

Section 26 of the Measure D Ordinance states:

Pursuant to California Public Utilities Code 180001(e), funds generated by the Transportation Tax must be used to supplement and not replace existing revenues used for transportation purposes.

Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property.

The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs.

The entities receiving Measure Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to this ordinance, and the Authority shall enforce this Section by appropriate actions, including fiscal audits of the local agencies.

In other counties, agencies demonstrate they are meeting state and measure maintenance of effort requirements in a variety of ways. For example:

- In Santa Clara County, agencies are required to certify they are maintaining a level of expenditures on Measure-eligible activities equivalent to the average expenditure of the same activities during the last three fiscal years.
- In Santa Barbara County, agencies must annually maintain as a minimum, the same level of local discretionary funds expended for street and road purposes as was reported in the most recent State Controller's Annual Report of Financial Transactions, adjusted annually by the percentage change in the amount of transaction and use tax receipts collected for the Measure. Agencies have up to five years to meet the adjusted minimum expenditure requirement. If any agency fails to submit a report of its expenditures to the State Controller or the maintenance of effort requirement is not met within five fiscal years, the Measure allocation amount is reduced by the amount by which the expenditure of the agency discretionary revenues for such purposes was reduced and redistributed to remaining Measure revenue recipients.
- In Imperial County, agencies also utilize the State Controller's report, but if any agency had an extraordinary local discretionary funding expenditure in that year, it may use, as a base for determining the minimum level of local discretionary funds, the average amount of funds reported to the State Controller for a three-year period. If an agency foresees an undue hardship in complying with the annual maintenance of effort requirement, it may submit a plan describing the situation and demonstrating compliance with the requirement over a multi-year period for approval by the Measure Authority in advance of the fiscal year in question.

- In Los Angeles County, LA Metro accepts the State Controller's finding of a jurisdiction's compliance with the California Streets and Highways Code as sufficient to demonstrate the requirement maintenance of effort during any year in which measure funds are expended for streets and roads.
- In Napa County, the maintenance of effort is based on the average local general fund revenues expended in the past three fiscal years for transportation purposes, excluding any local revenues expended for the purpose of storm damage repair, as verified by an independent auditor. One-time allocations, but which may not be available on an ongoing basis are not considered when calculating an agency's annual maintenance of effort. Agencies that don't meet the requirement in one year, will have their Measure funds reduced the following year by the amount the agency did not meet the maintenance of effort. Any funds not allocated due to failure to meet the maintenance of effort requirement are reserved until any and all maintenance of effort expenditures are fulfilled.
- In Merced County, only local fully discretionary general fund revenues count in calculating the maintenance of effort. Dedicated funds for transportation, such as gas tax revenues and special grants are not counted as general fund revenues.

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Legislative Updates

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) work with member agencies and stakeholders to submit input to State legislative leaders and the Governor regarding proposed transportation funding packages.

BACKGROUND

Working with partners throughout the state and the RTC's federal legislative assistant, the RTC monitors legislative proposals, notifies state and federal representatives of its analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Transportation Funding Package: AB1/SB1/Governor's Proposal

2017 marks the third consecutive year that the Legislature will grapple with how to increase state funding for transportation. After Gov. Jerry Brown and legislative leaders released a joint letter in November 2016 announcing their commitment to address the subject this year, Senate Transportation & Housing Committee Chairman Jim Beall (D-San Jose) and Assembly Transportation Committee Chairman Jim Frazier (D-Oakley) introduced two new transportation funding measures, SB 1 and AB 1, respectively. Gov. Brown then proposed his own plan as part of his FY 2018 budget proposal on January 10, 2017.

SB 1, AB 1 and the Governor's plan all seek to generate new, ongoing revenues through various tax and fee increases to support state highway and local roadway maintenance and rehabilitation; trade corridor improvements; as well as transit, the State Transportation Improvement Program (STIP) and Active Transportation. However, the tax and fee increases that are being proposed differ, as follows:

	<u>SB1</u>	<u>AB1</u>	<u>Governor's Plan</u>
Gas Tax Increase	12 cents	12 cents	None
Diesel Tax Increase	20 cents	20 cents	11 cents
Road Improvement Charge	None	None	\$65
Vehicle Registration Fee	\$38	\$38	None
ZEV Registration Fee	\$100	\$165	None

The California State Association of Counties (CSAC) and League of Cities estimate that AB1 and SB1 would generate approximately \$14 million/year in additional revenues for local cities and the County of Santa Cruz. RTC staff estimates that the region would receive \$4.2 million per year in State Transportation Improvement Program (STIP) funds if SB1 or AB1 were approved, with those amounts escalating over time. The Governor's proposal would hold STIP levels constant.

Santa Cruz METRO estimates they would receive approximately \$2.5 million per year if SB1 or AB1 is approved.

SB1 has passed through three Senate committees as of the writing of this report. The Governor and legislative leaders are meeting to consolidate the proposals into one compromise proposal that will garner the support of two-thirds of the legislature by a self-imposed target date of April 6. **Staff recommends that the Interagency Technical Advisory Committee (ITAC) work with member agencies and stakeholders to communicate to State legislative leaders and the Governor the importance of including a robust level of dedicated formula funding for local roads, transit, and the State Transportation Improvement Program (STIP) in the final transportation funding package.** While many local agencies have taken support positions on SB1 and AB1 legislative staff recommend communicating with legislative leaders and the Governor's office. A fact sheet on the importance of the STIP that was developed by regional agencies and shared with state legislators is attached ([Attachment 1](#)).

Project Delivery: AB28

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Surface Transportation Project Delivery Pilot Program as a way to expedite the completion of transportation projects without a lessening of environmental protection. Under this program, which was renamed the NEPA Assignment Program in a subsequent federal surface transportation authorization bill, California was designated as one of five states eligible to apply to the U.S. Department of Transportation to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA). To participate in this program, eligible states were required to accept the financial costs associated with the delegated authority, as well as assume full liability for lawsuits filed under NEPA in federal court by waiving, on a limited basis, their sovereign immunity under the Eleventh Amendment of the U.S. Constitution.

In 2006, AB 1039 (Nunez) was enacted into law to provide the necessary statutory authority for Caltrans to participate in the NEPA Assignment Program. Among other things, this bill granted Caltrans a limited waiver of its Eleventh Amendment protection in order to allow the department to be sued in federal court, as well as to defend legal claims brought against a NEPA document. AB 1039 was scheduled to sunset on January 1, 2009, but subsequent bills extended its provisions until January 1, 2017.

With the limited waiver in place, Caltrans entered into a memorandum of understanding with FHWA and began participating in the NEPA Assignment Program on July 1, 2007. Thus, Caltrans assumed the role of lead agency for federal environmental reviews for transportation projects that previously would have gone through FHWA. Since 2007, Caltrans has provided a series of reports to the Legislature showing that the department has been able to realize significant time and cost savings for transportation projects as a result of its participation in the NEPA Assignment Program.

The two bills that were introduced last year as part of the special legislative session on transportation funding --SBX1-1 (Beall) and ABX1-26 (Frazier) -- included language to eliminate the January 1, 2017, sunset date for Caltrans' limited waiver of sovereign immunity. However, the special session ended on November 30, 2016, without the Legislature passing either measure. As a result, Caltrans is no longer authorized to approve NEPA documents, and the department is in the process of transferring this responsibility back to FHWA. For a number of reasons, this situation would likely increase environmental document processing times for California transportation projects. In fact, FHWA has indicated that it does not have the resources to re-assume the responsibility for NEPA approvals from Caltrans, and is not in a position to bring on any additional staff because of the hiring freeze that President Donald Trump has imposed on all federal agencies and departments.

AB 28 would solve this problem by authorizing Caltrans to consent to the jurisdiction of the federal courts with regard to NEPA lawsuits, thereby opening the door for the department to continue to participate in the NEPA Assignment Program indefinitely. This legislation, sponsored by the state's Self Help Counties Coalition, is rapidly moving through the legislature and is expected to be approved by both houses and the Governor this month.

Federal Transportation Updates

An update on federal transportation activities from the RTC's Washington, D.C. assistant is attached (Attachment 2).

SUMMARY

As part of the Regional Transportation Commission's legislative program, RTC staff monitors and provides input on legislation and administrative actions that could impact transportation projects in Santa Cruz County. Staff recommends that ITAC member agencies communicate with legislative leaders and the Governor the importance of including dedicated funding for local roads, local transit, and the STIP in a any new transportation funding package.

Attachments:

1. STIP Fact Sheet
2. Federal legislative update

s:\itac\2017\mar2017\legislativeupdate-mar2017.docx

California Regional Transportation Planning Agencies (RTPA)

State Transportation Improvement Program (STIP)

Ensuring Transportation Infrastructure Investments in Every County

STIP in Crisis

Californians in every county rely on an efficient, multi-modal transportation network for the safe and reliable movement of people and goods. The **State Transportation Improvement Program (STIP)** is the only state program to address a wide range of transportation challenges, meeting regional and interregional, urban and rural needs. Unfortunately, the STIP is in crisis. In 2016, with the drop in gasoline prices and diversion of diminishing price-based gas excise taxes to repay old transportation debt service (weight fee diversion), the California Transportation Commission (CTC) deleted over \$750 million and delayed an additional \$755 million previously committed to highway, rail, transit, bicycle, and pedestrian projects. These drastic actions affect over \$1.5 billion in projects statewide, and prevent the generation of thousands of jobs for Californians.

Californians need the State Legislature and California Transportation Commission (CTC) to strengthen its commitment and partnership to address the extensive, complex, and oftentimes unique transportation challenges faced in each county. **Regional Transportation Planning Agencies urge the State to invest new revenues and reinvest more discretionary state and federal funds available for transportation back into the STIP.**

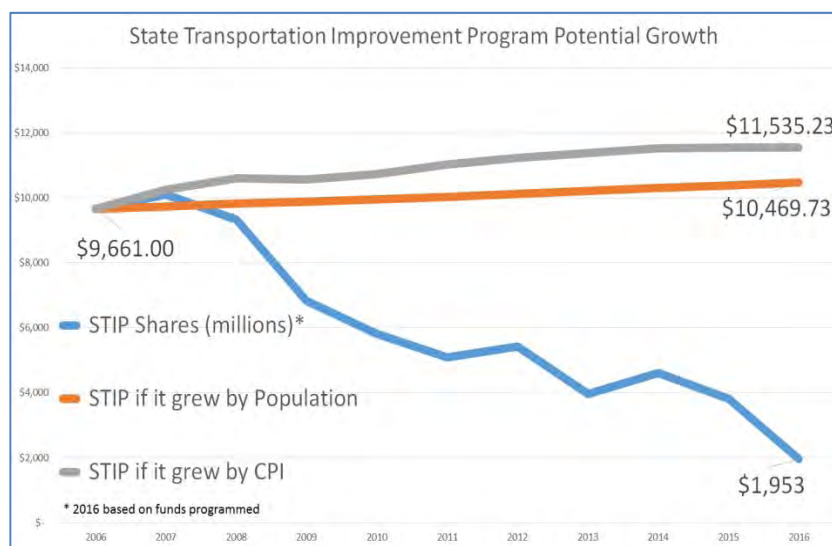
Historically the STIP has included a combination of federal and state funds. In fact a main focus of SB 45 (Kopp, 1997) STIP reforms was to consolidate numerous funding pots. Following a number of attempts to divert funding, the 2010 gas tax swap was intended to stabilize the STIP. However, with the diversion of gas taxes to backfill weight fees and lower gas prices, the STIP's fund source has declined significantly. This decline in funding has led to a severe underinvestment in transportation infrastructure for the State of California that has had a negative impact on the quality of life for residents. Californians are facing longer commutes and spending less time with their loved ones.

We urge the Legislature to take action to stabilize and restore the STIP.

- Reaffirm the existing price-based excise tax formula, 44% of which funds the STIP (the STIP's only current revenue source).
- Direct adjustments to the price-based sales tax through the existing STIP formula
- Return weight fee revenues, partially or completely, to the State Highway Account

Why is the STIP Important?

Regions depend on STIP funds to address their unique transportation challenges and to deliver projects that are included in publicly-vetted and Board-adopted *Regional Transportation Plans* and SB 375 Sustainable Communities Strategies. The projects are critical to meeting national, state, regional and local goals and priorities, including the reduction of greenhouse gas emissions. Unlike competitive programs, such as the Active Transportation Program, trade/freight programs, and most cap-and-trade programs, the STIP ensures that transportation investments are made in every single county - rural and urban. The STIP also serves as a match allowing regions to leverage federal and other competitive funds.

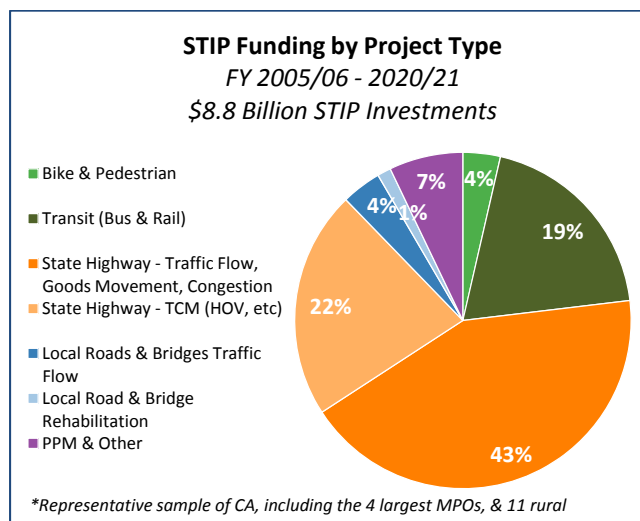


State Transportation Improvement Program (STIP)

Further, in recognition that **regions and counties are in the best position to determine how to meet their unique transportation needs**, SB45 gave Regional Transportation Planning Agencies (RTPA) the responsibility of selecting (programming) projects for 75 percent of available STIP dollars, with close oversight from the California Transportation Commission (CTC) and Caltrans.

The STIP provides regions with the flexibility to fund critical infrastructure projects and programs, such as:

- State highway projects, including HOV/carpool, auxiliary lanes, and interchange projects that improve safety, traffic flow, goods movement, and travel times.
- Local streets and roads, including major roadway rehabilitation and intersections.
- Bus and rail public transit projects.
- Bicycle and pedestrian facilities.
- Transportation system management activities and carpool programs.
- Intermodal facilities.
- Interregional highway and rail projects.



The regions are held responsible and accountable for identifying and meeting high priority needs by the public and the CTC. Regions receive input from a diverse array of stakeholder groups including Caltrans, bicyclists, pedestrians, seniors, people with disabilities, local governments, and the local community when selecting projects for STIP funding. Oftentimes, these projects have been in development for many years and have garnered public support well before receiving STIP funds.

The STIP has played and will continue to play an important role in sustaining the State's economic prosperity, accommodating future population growth, and providing reliable and safe mobility for commerce, agricultural, timber, tourism, and other activities.

How Transportation Funding Proposals Impact the STIP

SB 1 (Beall, D-San Jose) and AB 1 (Frazier, D-Oakley) support the STIP primarily by restoring money to the State Highway Account (SHA). Since 2010, revenues from the price-based excise tax (PBET) are first used to backfill weight fees that are diverted from the State Highway Account (approx. \$1B per year). What is left is then divided 44% to the STIP, 44% to local streets and roads and 12% to the SHOPP. In 2010, when gas prices were high, over \$700 million was left for the STIP; but in 2016 it dropped to \$150 million for the STIP. As a result, restoring weight fee funds to the SHA restores funds for the STIP. The provisions in AB 1 and SB 1 that will have the most dramatic impact on the STIP are:

- Stabilize the Price-Based Excise Tax to 18 cents
- Index the Price-Based Excise Tax so that it will not lose purchasing power
- Restore half of the weight fees to the SHA over 5 years (\$500 Million a year to SHA), meaning that the rest of the Price based excise tax can be distributed through the 44% STIP/44% local streets and roads/ 12% SHOPP formula

AB1 and SB1 are expected to restore the STIP to historical averages, directing \$750 million for STIP transportation projects.

The Governor Brown Administration's proposal takes a much more limited approach. There is no provision for return of weight fees to the State Highway Account. And although the Administration restores the price based excise tax to 21.5 cents, the Department of Finance has indicated that only 18 cents would be distributed through the 44%/44%/12% formula. The remaining 3.5 cents would go to a new account that is mostly marked for maintenance and rehabilitation. It is unclear in the Administration's proposal where the indexed price based excise tax would go.

**SANTA CRUZ COUNTY RTC
WASHINGTON OFFICE MEMORANDUM**

TO: George Dondero
FROM: Chris Giglio, CapitalEdge
DATE: March 20, 2017
SUBJECT: Federal Legislative Update

Highlights of some recent transportation-related federal activities:

Department of Transportation Budget

- President Trump sent an outline of his FY 2018 budget proposal to Congress on March 16. In order to offset an additional \$54 billion in recommended defense spending, the proposal reduces non-defense spending by that same amount.
- Among the DOT programs slated for elimination is the popular TIGER discretionary grant program, which was funded at \$500 million in FY 2016.
- Federal subsidies for virtually all Amtrak routes outside of the Northeast Corridor would also be eliminated in the Trump proposal.
- Additionally, the Trump proposal would eliminate future funding for Capital Investment Grants (formerly known as the New Starts fixed guideway program), with only existing Full Funding Grant Agreements being honored. Northern CA projects that would be impacted include BART to San Jose and the Transbay Rail Corridor.
- While additional details are expected by May, the current outline does not recommend any reductions to federal highway and transit formula programs that are funded through the Federal Highway Trust Fund.
- This Trump proposal is just that – recommendations that must be approved by Congress. And many of the programs and agencies proposed for elimination have bipartisan support.
- Debate over the budget will occur over the next several months as Congress considers the 12 annual spending bills that compose the annual budget.
- In addition, Congress has yet to finalize the FY 2017 budget. The current Continuing Resolution that is keeping the government running in the absence of a final budget expires April 28. Congress is likely to approve a budget in some form that would keep programs running at or near their current levels through the remainder of FY17.

Department of Transportation Personnel

- The Trump Administration is slowly making senior level appointments at the Department of Transportation.
- Only DOT Secretary Elaine Chao (who served as Deputy Secretary of DOT from 1989-1991 and Secretary of Labor from 2001-2009) has been approved by the Senate. Former DOT General Counsel (2003-2006) Jeffrey Rosen has been nominated as Deputy Secretary.
- Trump's choices for administrators of agencies such as Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration are expected to be named in May or June.

Infrastructure Package

- While President Trump has publicly spoken about a \$1 trillion infrastructure package, details thus far have been few, and a formal proposal is not expected until the summer or fall, as the Affordable Care Act repeal and comprehensive tax reform are the focus.
- Having approved the five-year FAST Act surface transportation reauthorization in 2015, Congress is content to wait for the President to take the lead on the issue.
- It is generally thought the President's infrastructure package will not include \$1 trillion in direct federal spending, but a combination of direct spending and tax breaks for private entities to enter partnerships with state and local governments.
- There is some fear that the focus on public-private partnerships will limit acceptable projects to those that can raise revenue, such as toll roads, airport improvements, or privatizing water systems.
- Congressional Democrats and virtually every transportation stakeholder organization are insisting during congressional hearings that an infrastructure package would not be successful if it focused on public-private partnerships.
- Thus far, White House National Economic Council Director Gary Cohn (former Goldman Sachs CEO) has led the infrastructure discussions, rather than DOT.
- While there have been lists of "mega-projects" circulated in Washington, mostly compiled by the National Governors' Association, it would be difficult to name specific projects in any infrastructure package, as that would violate the congressional ban on earmarks.

- The President has indicated his preference for funding projects that maintain failing infrastructure rather than new projects, and wants to streamline the project delivery process to accommodate the infrastructure package.
- There will likely be a debate over whether “shovel ready” projects will be a priority – there was much criticism that time constraints on 2009 stimulus funds resulted in too much road repaving and few legacy projects.

Regulatory Repeal

- The Trump Administration has issued several Executive Orders and Presidential memoranda with the intent of rolling back regulations enacted during the Obama Administration.
- In addition, the President has declared that if a federal agency wants to propose a new regulation, the entity must first propose two existing regulations to repeal.
- The White House has not attempted to repeal any transportation-specific rules yet, but it is expected to propose relaxing environmental regulations that slow project delivery (in the context of an infrastructure package, possibly).
- DOT is also expected to revisit several of its regulations, particularly as they relate to climate change. A comprehensive Obama-era rule that establishes performance measures for transportation projects requires project sponsors to consider the greenhouse gas emissions impacts of the project.
- While that rule cannot be repealed, as it was mandated by the FAST Act law, it will likely be revisited by DOT.
- Congress has also jumped on the anti-regulatory bandwagon, and the Senate recently approved legislation that would repeal a DOT rule on Metropolitan Planning Organization coordination.
- The MPO rule would have required increased coordination between AMBAG and San Francisco MTC, but the repeal bill is likely to be approved by the House and signed by the President in short order.

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Active Transportation Program Update

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) establish an ad hoc group to develop recommendations on the state's Active Transportation Program.

BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The California Transportation Commission (CTC) works with Caltrans and stakeholders in the state to develop guidelines and an application for the program. In 2016, the CTC received 456 applications requesting \$976,768,000. The applications were reviewed and evaluated by evaluator teams comprised of Active Transportation Workgroup members. The CTC approved \$158 million for 50 projects statewide. This included only one project in Santa Cruz County.

DISCUSSION

The CTC is starting to consider updates to the Active Transportation Program (ATP) guidelines and may issue a call for projects for cycle 4 in early 2018. Local agencies that applied for ATP funds in past have expressed interest in meeting to discuss the Active Transportation Program (ATP) application, suggest possible changes to the guidelines and application to the CTC, and discuss how agencies in Santa Cruz County could collaborate to address ATP application requirements, including data collection and public outreach efforts in order to increase local project scores.

Staff recommends that the Interagency Technical Advisory Committee (ITAC) establish an ad hoc group to meet with applicants and develop recommendations on the state's Active Transportation Program and provide input at state workgroup meetings.

SUMMARY

Staff recommends that the ITAC establish an ad hoc group to develop recommendations for the state's Active Transportation Program (ATP).