

2006
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM
(RTIP)
for
SANTA CRUZ COUNTY

Fiscal Years 2006/07-2010/11



Highway 1 and 17 Interchange



Amesti Road Slide



Congestion on Highway 1

Prepared by the
Santa Cruz County Regional Transportation Commission

In cooperation with:
U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
California Department of Transportation
Association of Monterey Bay Area Governments
Project Sponsors

Submitted to the California Transportation Commission
for Consideration in Adopting the 2006 State Transportation Improvement Program and
AMBAG for the Metropolitan Transportation Improvement Program (MTIP)

January 5, 2006



Wilder Ranch Bike Path



Santa Cruz Branch Rail Line



Metro Bus

**2006
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
AND
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**

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Ex-Officio

Gregg Albright	Caltrans (Ex-Officio)	David Murray
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RTIP Staff

Pat Dellin	Acting Executive Director
Luis Mendez	Deputy Director
Rachel Moriconi	RTIP Program Manager, Sr. Transportation Planner
Grace Blakeslee	Transportation Planner

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1. INTRODUCTION

Purpose of the Program

State and federal funding for various types of state highway and other major transportation projects is programmed every two years through the *State Transportation Improvement Program* (STIP). The *Regional Transportation Improvement Program (RTIP)* is the Santa Cruz County Regional Transportation Commission's proposal to the California Transportation Commission (CTC) for how the region's share of State Transportation Improvement Program (STIP) funds should be programmed.

The process for developing the 2006 RTIP began in May 2005 when the CTC considered what assumptions to use to develop the 2006 STIP Fund Estimate. In July, the CTC released the preliminary draft 2006 STIP Fund Estimate and Guidelines, followed by adoption of the final versions in September 2005.

Using the funding projections identified in the STIP Fund Estimate, the Santa Cruz County Regional Transportation Commission (RTC) develops the RTIP through a collaborative process with its committees, member agencies, and transportation planning partners. The projects identified in the RTIP must be included in or be consistent with the *Regional Transportation Plan* (last adopted by the RTC on May 5, 2005). Santa Cruz County projects nominated for projected new STIP funding are presented in Chapter 3 and Appendix A of this RTIP.

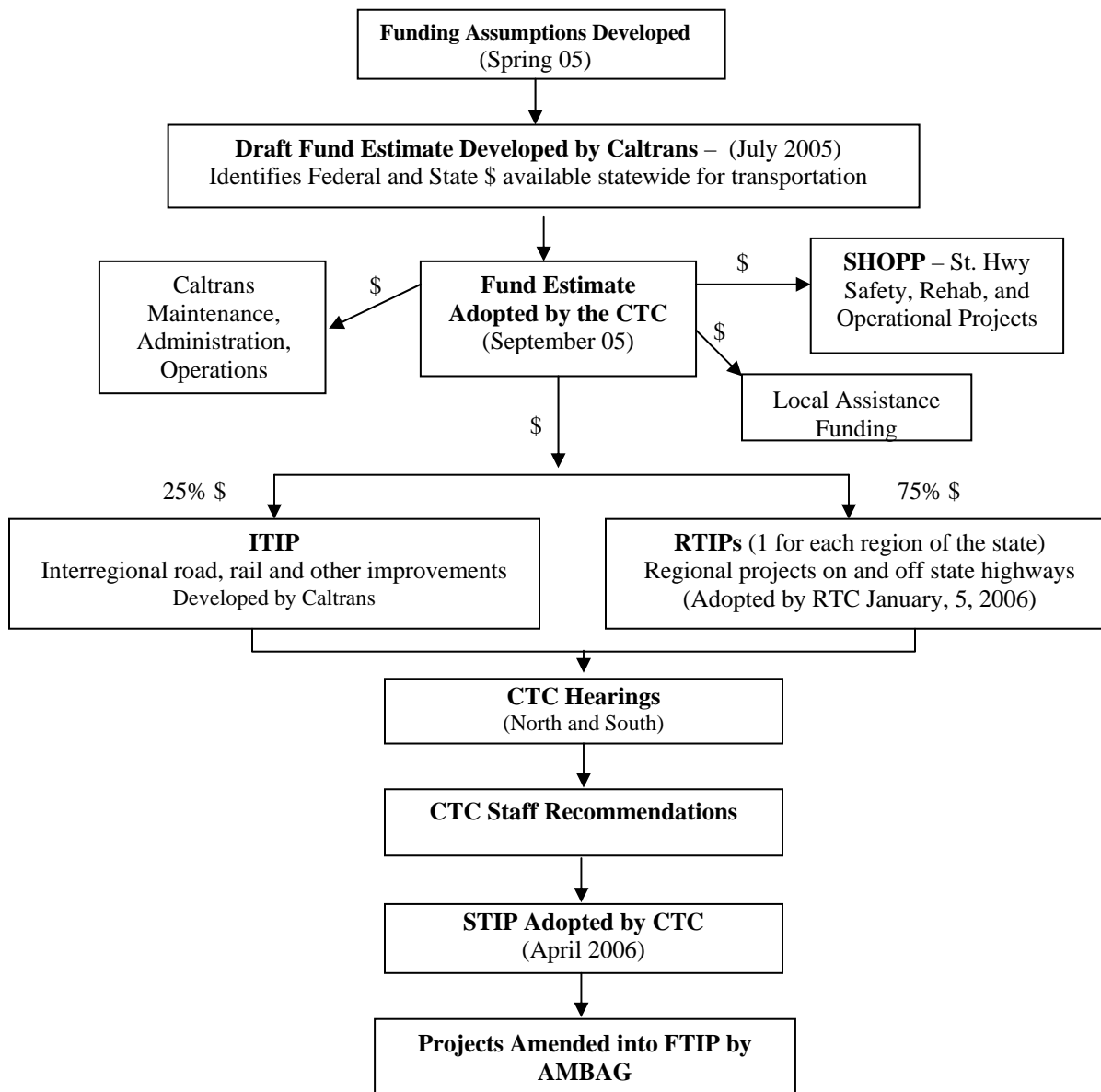
Once projects are selected locally, the California Transportation Commission reviews the entire RTIP and accepts or rejects the program as a whole. If accepted by the CTC, the projects programmed to receive STIP funds in the *Regional Transportation Improvement Program* will be combined with regional programs from throughout the state and the *Interregional Transportation Improvement Program* (ITIP), which includes interregional state highway and rail projects identified by Caltrans, to form the STIP. The CTC is scheduled to adopt the 2006 STIP in April 2006. Figure 1 is a diagram describing the STIP process.

As described in Chapter 5, the Association of Monterey Bay Area Governments (AMBAG) incorporates STIP projects into its *Metropolitan Transportation Improvement Program* after the CTC adopts the STIP. Changes to non-STIP projects are amended into the MTIP on an ongoing basis.

In addition to identifying projects for Santa Cruz County's share of STIP funds, the 2006 RTIP also serves as a summary of the Santa Cruz County region's transportation projects currently slated to receive other state or federal funds that are programmed by the Regional Transportation Commission. Chapter 6 lists all such Santa Cruz County transportation projects.

The last RTIP was adopted by the Regional Transportation Commission in April 2004. The 2004 STIP and RTIP covered the five-year period from Fiscal Year (FY) 2004/05 through FY 2008/09. The 2006 STIP and RTIP cover the five-year period from FY06/07 to FY 2010/11.

Figure 1: 2006 State Transportation Improvement Program (STIP) Adoption Process



How Much Money is Available?

Every odd year the California Transportation Commission (CTC) adopts the STIP Fund Estimate, which provides an estimate of all the state and federal funds reasonably expected to be available for the state’s transportation infrastructure over a five-year period. After funds are split amongst Caltrans maintenance, administration, and operations; the State Highway Operation and Protection Program (SHOPP); and Local Assistance programs; the balance is available for the STIP. Seventy-five percent of projected STIP funds are classified as “regional share” monies and programmed by regional agencies, such as the RTC. Caltrans identifies

projects of statewide and interregional significance to receive the remaining twenty-five percent of STIP funds through the Interregional Transportation Improvement Program (ITIP).

For the 2006 STIP there is a high level of uncertainty regarding whether several major revenue sources will be realized over the next five years, especially revenues from Proposition 42 (the state sales tax on gasoline), repayment of prior loans to the State General Fund, and transfers of the Public Transportation Account (PTA) Spillover.

This uncertainty is based on the fact that over \$5 billion in transportation funds have been diverted to the State General Fund to cover non-transportation projects and programs over the past several years. Due to the deteriorating condition of California's transportation infrastructure and its negative effect on the State's economy, for FY05/06 the Governor and Legislature resisted the trend of tapping transportation coffers to back-fill the State Budget, and instead released Proposition 42 funds to transportation. Additionally, they developed a schedule to start paying back prior loans. Unfortunately, this was only a one-year commitment and payback of prior loans is contingent on the sale of Tribal Gaming bonds. The sale of Tribal Gaming bonds cannot occur until litigation surrounding the Tribal Gaming Compacts is resolved. Notably the Governor's preliminary budget proposal for FY06/07 recommends releasing Proposition 42 funds and repayment of prior loans. Additionally, several legislators have developed proposals to "firewall" Proposition 42 funds as part of an "infrastructure" bond measure.

Until there is a more permanent commitment to funding the STIP, to address the uncertainty regarding these sources, the CTC developed a two-tiered fund estimate. Tier A is based on existing law which assumes that all of the revenues authorized in statute will be realized. Tier B assumes that none of the Proposition 42, loan repayments, or PTA Spillover revenues will be realized. The actual amount of funding that will be available to STIP projects each year will likely fall somewhere between the two tier estimates.

Under the Tier A scenario, there is \$1.8 billion in new programming capacity available for STIP projects statewide through FY10/11. **Santa Cruz County's share of this new Tier A programming capacity is \$20 million.** This is the target that the CTC has directed the RTC to use in the 2006 RTIP.

Under the Tier B scenario, there would only be enough money to fund \$318 million of the \$5 billion in projects currently listed in the 2004 STIP. Under this scenario, there is not even enough funding available to meet all of the CTC's prior commitments for GARVEE bond debt service and AB3090 Reimbursements. Nearly all of the more secure revenue sources identified in the Fund Estimate, such as fuel taxes, motor vehicle registration/weight fees, and federal resources, are committed to the State Highway Operation and Protection Program - SHOPP (\$13.5 billion), Caltrans Operations and Maintenance (\$12 billion), and Local Assistance Programs (\$9 billion).

No Guarantees for STIP Projects

Since Tier A of the 2006 STIP Fund Estimate is highly optimistic, it is unlikely that the CTC will have sufficient funds to allocate to STIP projects on the schedules outlined in the 2006 RTIP and STIP. Nevertheless, the 2006 RTIP reflects when our region's STIP projects could be ready for

funding allocations. When and if funds are available for allocating (releasing) to programmed projects, **this RTIP also recommends that the CTC give priority to projects in Santa Cruz County that were carried over from the 2004 STIP.**

Transportation Funds Insufficient to Meet the Region's Needs

Historically, the STIP was the largest pool of funds available for major capital transportation projects. Over the past decade STIP funds have been used to help fund major projects in Santa Cruz County, such as the Highway 1/Mission Street Widening project, the MetroBase Consolidated Bus Operations Facility and Highway 1/17 Merge Lanes projects, as well as major roadway repair projects throughout the county. However, as the costs to maintain the state highway system and Caltrans operations have increased, the amount of funding left for future STIP projects has significantly diminished.

Even if Proposition 42 funds are released and prior loans to the State General Fund are repaid, **funding designated for transportation statewide continues to fall far below the levels required to implement all of the projects necessary to reduce congestion, improve safety, expand mobility, and maintain the existing transportation system.**

For Santa Cruz County, the *2005 Regional Transportation Plan (RTP)* identifies \$4 billion in transportation projects and programs needed to maintain and improve the region's transportation system over the next 25 years. Given the anticipated loss of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the region due to federal changes in how air quality is measured and the uncertainty surrounding Proposition 42 revenues, without voter-approval of a new transportation sales tax or other new transportation funding sources, there may be less than half of what is necessary to fund those needs. This is not enough to maintain, let alone enhance, the existing transportation system.

As the availability of state and federal funding sources has become less reliable, it becomes increasingly important to look to alternate options for funding local transportation projects. In 2004, the RTC presented an Expenditure Plan for a local transportation sales tax measure, Measure J, to the voters of Santa Cruz County. Had it been approved by 2/3rd of the voters, this half-cent sales tax measure would have funded the proposed Highway 1 Widening/Carpool Lanes project, as well as other regionally significant projects. However, in November 2004, only 42.8% of Santa Cruz County voters voted in favor of the measure. Still faced with a transportation funding shortfall, the RTC has assembled a Transportation Funding Task Force made up of a diverse group of community groups and leaders to discuss the needs and possible funding options for transportation projects in Santa Cruz County.

Comprehensive Listing of Regionally Significant Projects

The 2006 RTIP includes a complete list of all the projects that are programmed by the RTC to receive state and federal funds. The RTC uses the RTIP as a tool to assist in monitoring the delivery of state and federally-funded regional transportation projects. Having a comprehensive listing of all regionally significant projects has become very important in recent years, considering the AB1012, SB45, and Federal Highway Administration (FHWA) spending deadlines that place an emphasis on timely project delivery. The 2006 RTIP also amends

information on previously programmed projects: shifting funding years to more accurately reflect project schedules; updating project costs; eliminating projects that have already been completed; and eliminating projects that do not include state or federal funds distributed by the RTC.

Process for Development of the 2006 RTIP

Given that it is unlikely that available funds will actually match projections assumed in the Fund Estimate developed by the CTC, for this STIP cycle the RTC decided not to hold a competitive process to determine which projects will be included in the 2006 STIP. Instead the RTC decided to program 80% (or \$16 million) of projected programming capacity to regionally significant projects and 20% (or \$4 million) to projects submitted by local jurisdictions. Funds to local jurisdictions were split based on population.

Considering the 80%/20% split, staff developed a draft list of new projects to be included in the 2006 STIP. The draft project list was provided to stakeholders and partner agencies, including Caltrans, the Santa Cruz Metropolitan Transit District (SCMTD), the County of Santa Cruz, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the Association of Monterey Bay Area Governments (the region's metropolitan planning organization), and the Monterey Bay Unified Air Pollution Control District (MBUAPCD). Input was also sought from the RTC's advisory committees including the Interagency Technical Advisory Committee, the Bicycle Committee and the Elderly and Disabled Advisory Committee. RTC staff worked closely with project sponsors throughout the development of the 2006 RTIP.

Prior to adopting the RTIP, the RTC considered recommendations from its advisory committees, as well as comments received during public hearings. The adopted project list and subsequent amendments will be incorporated into the *Metropolitan Transportation Improvement Program (MTIP)*, the federally-mandated programming document prepared by the Association of Monterey Bay Area Governments (AMBAG).

Document Organization

The *2006 Regional Transportation Improvement Program* includes an overview of the regional characteristics of Santa Cruz County (Chapter 2), descriptions of projects proposed for the 2006 STIP (Chapter 3), descriptions of other uses of the 2006 RTIP (Chapter 4), a description of the relationship between the RTIP and other transportation planning and programming documents – including the 1999 Major Transportation Investment Study for the Watsonville to Santa Cruz corridor (Chapter 5), and a list of all projects by lead agency (Chapter 6).

2. REGIONAL CHARACTERISTICS OF SANTA CRUZ COUNTY

Population and Employment

Santa Cruz County is located on the Monterey Bay, between the San Francisco Bay Area to the north and the Monterey Peninsula to the south (Figure 2). Physically, it is the second smallest county in California (445 square miles), but has the 9th highest population density (Census, 2000).

According to the 2004 California Department of Finance Estimates, Santa Cruz County has a population of approximately 259,000. The Association of Monterey Bay Area Governments (AMBAG) forecasts that the county population will increase to approximately 304,000 by the year 2030. A large part of the County's population is located in the coastal terraces and foothills. The majority of growth is currently taking place in the alluvial area of the Pajaro Valley in the southern-most part of the county.

According to AMBAG, the total number of jobs in Santa Cruz County in 2000 was 149,600. The number of jobs is expected to increase to nearly 213,000 by the year 2030. Major employment sectors include tourism, retail, education, agriculture, marine and high technology industries. In addition, Santa Cruz County is the home to the growing University of California campus, Cabrillo Community College and a concentration of world-class marine research facilities.

There is substantial variation in age, income and employment, as well as in travel patterns throughout the county. Local residents are now facing longer in-county commutes due to the high cost of housing near urban centers and increased commuting to neighboring counties. A net 19% of the county workforce commutes to areas outside of the county for employment, such as Monterey County and the San Francisco Bay Area, with the majority of these trips going to Santa Clara County.

Access to Santa Cruz County

Highway System

Five state highways, all of which are coastal access routes, provide access to and through Santa Cruz County. All Santa Cruz County highways have experienced a steady growth in vehicle trips over the years.

Highway 1 follows the coast from San Francisco and San Mateo County south through Davenport, Santa Cruz, Capitola and Watsonville to Monterey County and functions as the major inter and intra-county transportation route. The Major Transportation Investment Study, completed in 1999, focused on improving transportation options along the Watsonville to Santa Cruz portion of this corridor, including access to the University of California, Santa Cruz campus (see discussion in Chapter 5).

Highway 1 is the most heavily used corridor experiencing average annual daily traffic volumes of over 110,000. Congestion on the Highway 1 freeway has increased significantly over the last ten years, stretching peak travel periods longer into the morning and evening hours. Travelers

regularly experience delays on the segment of Highway 1 between Santa Cruz and Aptos. **Adding auxiliary lanes to improve the operation and safety of the most congested segment of Highway 1 between Morrissey Boulevard and Soquel Drive is a regionally significant project proposed in the 2006 RTIP.** In order to address backups on Highway 1 from Santa Cruz to Aptos, the RTC initiated work on the Highway 1 Widening/Carpool Lanes project. The proposed 2006 RTIP includes funding for the environmental document for the Highway 1 Widening/Carpool Lanes project.

State Highways 9 and 17 cross the Santa Cruz Mountains from the City of Santa Cruz to Santa Clara County. Also located in the Santa Cruz Mountains is Highway 236 which connects Boulder Creek to Big Basin Redwoods State Park. Highways 129 and 152 link southern Santa Cruz County and the City of Watsonville with Santa Clara, San Benito and Monterey Counties, as well as provide east-west access to the Central Valley of California.

Highway 17 experiences an average annual daily traffic volume of up to 66,000 vehicles. It serves regional and interregional traffic, including motorists who commute every day to the job centers in Silicon Valley, motorists who travel into Santa Cruz County to enjoy the scenic recreational opportunities offered by the region, and truck traffic moving goods to and from the region.

Highway 17 is often subject to high accident rates, primarily due to motorists driving faster than is safe for conditions. To assist in reducing collisions as well as to improve traffic flow, the RTC has worked in partnership with the California Highway Patrol (CHP) and other agencies on the *Safe on 17* program. This program includes extra CHP enforcement on Highway 17 and Caltrans' operational and safety improvements. This program has resulted in 10-40% annual reductions in fatal and injury collisions on the highway.

Highway operational and safety improvements proposed by Caltrans for the 2006 State Highway Operation and Protection Program (SHOPP) are listed in Appendix B.

Transportation System Management

Given the limited amount of funding available for capital improvements, it is critical to fund programs that allow the existing facilities to be used more efficiently. One of these is the Freeway Service Patrol (FSP) program, a cost-effective safety and mobility program on Highway 1 and Highway 17. The FSP reduces congestion, improves safety, and reduces fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents by removing vehicles from travel lanes and assisting stranded motorists. The FSP program operates two trucks which patrol Highway 1 and Highway 17. **Funding for the continuation of the FSP program is included in the 2006 RTIP.**

Ridesharing is key transportation demand management tool which provides services to Santa Cruz County travelers. The RTC's Commute Solutions program provides ridematching services and commute alternative information for commuters traveling to, from or within Santa Cruz County. The Commute Solutions program helps commuters find carpool partners, form vanpools, ride transit, telecommute, and ride bicycles, thereby increasing vehicle occupancy on our roadways. **Funding for continuation of Santa Cruz County's Rideshare Program is included in the 2006 RTIP.**

Transit Access

Travelers may also reach destinations in Santa Clara and Monterey Counties using transit. In May 2005, the Highway 17 Express Bus was combined with Amtrak connector service and now serves Santa Cruz County residents and visitors every day of the week with stops in Santa Cruz, Scotts Valley and San Jose. (Destinations include San Jose State University and the San Jose Diridon Caltrain-Amtrak Station, with train connections to other parts of the state, including San Francisco, Oakland, Sacramento, Stockton and intermediate cities.) Greyhound buses link downtown Santa Cruz with Los Gatos, San Jose and beyond. Bus service to destinations in Monterey County is available from the Watsonville Transit Center on Monterey-Salinas Transit. SCMTD also provides extensive bus transit service within Santa Cruz County. Construction of the MetroBase Consolidated Bus Operations Facility is currently underway.

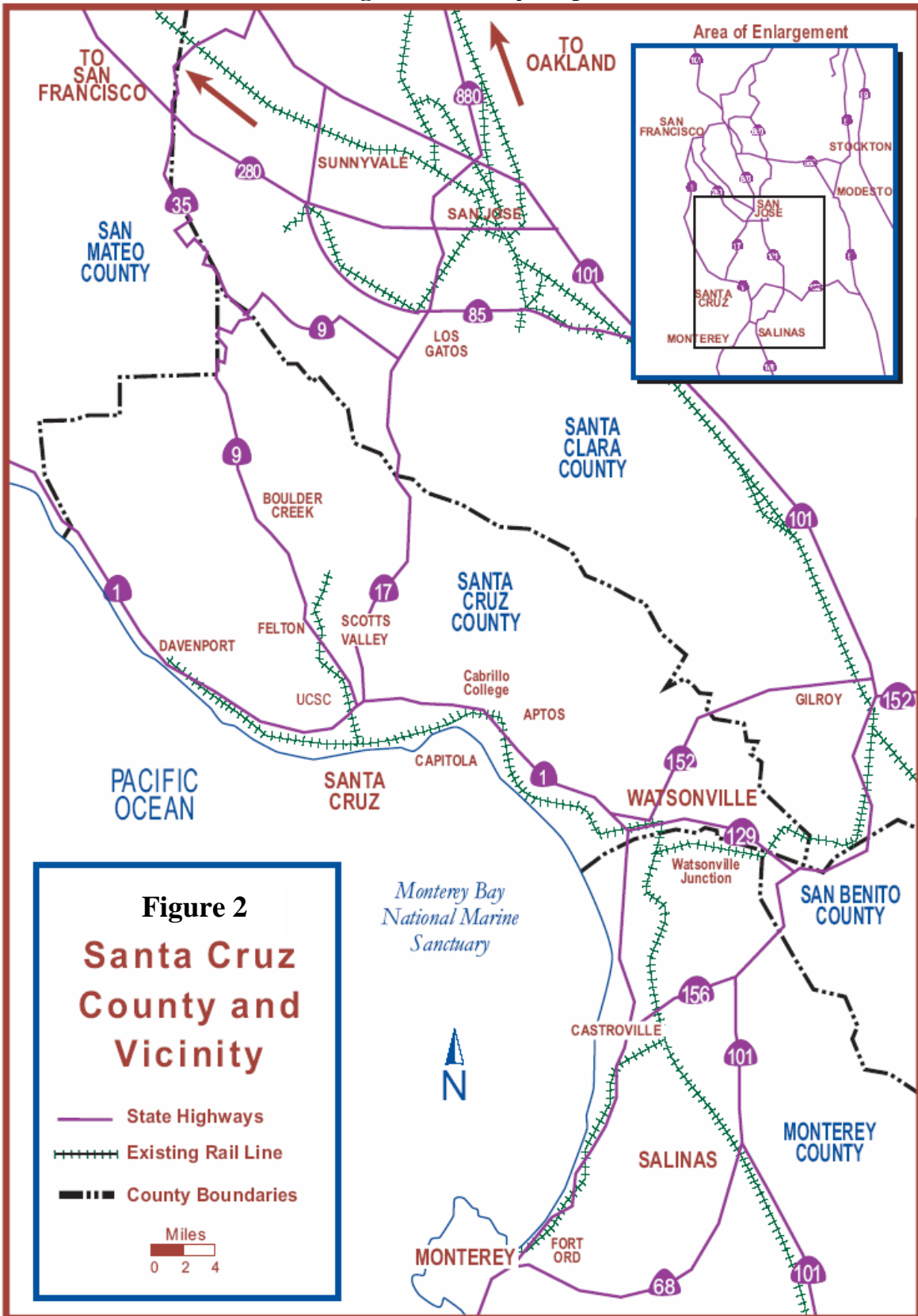
Currently, transit route information is available on a limited basis by calling the Santa Cruz Metropolitan Transit District during business hours or reading schedules online. In order to improve the availability of transit information and make it easier for potential riders to learn what buses to take, **an automated transit trip planner is included in the 2006 RTIP, which will provide 24 hour transit route information.**

Bicycle and Pedestrian Access

Santa Cruz County has an extensive network of bike lanes, paths and sidewalks for commuting and recreation. Bicycling and walking are used as transportation modes in and of themselves, and in combination with many other transportation modes. According to the 2000 Census, 6.5% of Santa Cruz County residents choose to bicycle or walk for their commute trip. Despite the community's strong support for shared bicycle and pedestrian facilities, including dedicated bicycle and pedestrian facilities, significant gaps in the networks still exist.

Filling gaps in the bicycle and pedestrian network is one of the RTC's priorities. **Regionally significant projects proposed in the 2006 RTIP include the Santa Cruz Coastal Trail Network Project and the Monterey Bay Sanctuary Scenic Trail Project**, which will improve bicycle and pedestrian connections along highly traveled commute and recreational corridors and will be designated as part of the statewide California Coast Trail.

Figure 2: Vicinity Map



SOURCE: Santa Cruz County Regional Transportation Commission March 2004

3. PROGRAMMING REGIONAL SHARE STIP FUNDS

Programming Projected New Funds for the 2006 STIP

Eligible Project Criteria

Three main categories of projects are eligible for STIP funds:

- Project planning, programming, and monitoring;
- Capital projects (including improvements to State highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, soundwalls, intermodal facilities, safety, and roadway rehabilitation);
- Non-capital costs for transportation system management and transportation demand management (such as Freeway Service Patrol and rideshare programs).

Projects such as road and transit maintenance and all other non-capital projects (such as transit operations) are not eligible for STIP funding.

2006 RTIP Proposal

As discussed earlier, under the best case scenario identified in the 2006 STIP Fund Estimate, there could be up to **\$20 million in new STIP funds available for projects in Santa Cruz County through FY2011**. Figure 3, as well as the following narrative, reflects the RTC's proposal for programming these new funds. These funds include \$8 million in STIP funds from prior County Shares that are finally available to the region for programming, as well as funds previously programmed to the Rideshare program that were replaced with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Also included are funds from the federal Transportation Enhancement (TE) program.

Given the high level of uncertainty regarding the actual amount of funding that will be realized during the five-year period of the 2006 STIP, at its September 1, 2005 meeting, the RTC decided to forego a competitive process for programming the new STIP funding capacity this year. Instead, the RTC decided to:

- Program 80% (\$16 million) of the projected new State Transportation Improvement Program (STIP) and Transportation Enhancement (TE) funds to regionally significant projects; and
- Program the remaining 20% (\$4 million) in projected new programming capacity to projects selected by local jurisdictions, distributed on a population basis.

There is no shortage of regionally significant projects that could use the new STIP funds. As a basis for formulating recommendations for the new funds, RTC and local jurisdiction staffs considered the California Transportation Commission's (CTC) funding guidelines and recent allocation priorities, additional funding needs for previously programmed projects, and goals and priorities identified in the *2005 Regional Transportation Plan (RTP)*. For the regionally significant projects, staff also considered priorities identified by Commissioners, local jurisdictions, Caltrans, the Transit District, and the Interagency Technical Advisory Committee.

The RTC then considered the staff recommendations in combination with recommendations from its Bicycle and Elderly/Disabled Transportation Advisory Committees and comments received from the public at large.

Regionally Significant Projects

The 2006 RTIP programs 80% of the new STIP funds to the following regionally significant projects:

- Highway 1 Soquel/Morrissey Auxiliary Lanes project
- Highway 1-Harkins Slough Road Interchange project
- Highway 1/HOV Lanes project
- Highway 1/9 Intersection project
- Highway 1 Bridge Widening over San Lorenzo River
- The Monterey Bay Sanctuary Scenic Trail – matching funds to a Federal Earmark
- The Santa Cruz Coastal Trail (Encompasses a network of trails, some of which may fall on the Rail/Trail and the Monterey Bay Sanctuary Scenic Trail)
- Transit Trip Planner (automated web and phone based bus information)
- Freeway Service Patrol
- Regional Rideshare program (Commute Solutions)
- RTC's Project Funding and Delivery Program (Programming, Planning & Monitoring – PPM)

Highway 1 Soquel/Morrissey Auxiliary Lanes – Caltrans Partnership Project

The Highway 1 Soquel/Morrissey Auxiliary Lanes project will provide operational improvements to the most heavily traveled section of roadway in Santa Cruz County, providing improved access to hospitals, Highway 17, and the City of Santa Cruz. For this project Caltrans District 5 submitted a proposal to Caltrans Headquarters to fund \$1.9 million of this project with Interregional Transportation Improvement Program (ITIP) funds. However, instead of including new projects in its 2006 ITIP proposal, Caltrans Headquarters plans to focus new ITIP funds to existing ITIP projects that have experienced cost increases. As such, this RTIP assumes that this \$1.9 million will need to be covered within Santa Cruz County's regional share of STIP funds. If the CTC does decide to contribute ITIP funds to this project, the regional share of STIP funds would be reduced by that same amount and those funds reprogrammed to other projects in Santa Cruz County. In any case, the RTC will continue to look for opportunities to share the cost of major projects along the state highway system with Caltrans in the future. The proposed STIP funds for this project will be used in combination with \$2.9 million in federal funds earmarked for the project in SAFETEA LU.

Local Jurisdiction Projects

Consistent with RTC direction at its September meeting, for the latter 20%, local jurisdictions identified projects for each of their shares of funds. For two of the TE-eligible local projects (Hacienda Dr. in Scotts Valley and Calabasas Rd. in the County), funds were traded for Regional Surface Transportation Program (RSTP) funds from the San Lorenzo River Bicycle/Pedestrian

Figure 3: Proposal to the CTC for Programming New STIP Funds

All figures shown in thousands (\$000's)

New STIP Funding for Regionally Significant Projects

RTIP #	Agency	Rte	PPNO	Project	Total STIP	FY 07	FY 08	FY 09	FY10	FY11
RTC 24	SCCRTC/CT	1	73	Hwy 1 Widening/HOV Lane PAVED - Adds STIP Funds	500	500	0	0	0	0
RTC 24C	Caltrans/RTC	1	6009	Hwy 1 Soquel/Morrissey Aux Lane - New Project	8,475	200	390	7,885	0	0
CT 18	Caltrans/Wats.	1	413	Harkins Slough interchange - Additional Funds	1,705	0	0	330	0	1,375
SC 25	City of SC/CT	1/9	4658	Hwy 1/9 Intersection improvements - Revived STIP project	1,088	0	0	0	0	1,088
SC 38	City of SC/CT	1	1865	Hwy 1/San Lorenzo Bridge Widening - New STIP Project	500	0	0	500	0	0
MTD 15	SCMTD	PTA	1861	Transit Trip Planner - New Project	500	0	500	0	0	0
RTC 21A	SCCRTC	TE	1872	Santa Cruz Coastal Trail - New Project	1,500	0	0	0	1,500	0
RTC 27	SCCRTC	Bike	1868	Monterey Bay Sanctuary Scenic Trail (SOF) - match to fed \$	785	0	0	785	0	0
RTC 01	SCCRTC	Tdm	923	Freeway Service Patrol (SOF) - Add'l Funds	300	0	0	100	100	100
RTC 02	SCCRTC	Tdm	922	Rideshare Program (SOF) - Additional Funds**	300	0	0	0	150	150
RTC 04	SCCRTC	ppm	921	Planning, programming, and monitoring (SOF) - Add'l \$	373	73	0	0	150	150

16,026

New STIP Funding for Local Jurisdictions' Projects

RTIP #	Agency	Rte	PPNO	Project	Total STIP	FY 07	FY 08	FY 09	FY10	FY11
CAP 10	Capitola	loc	1866	Capitola Road Traffic Calming (SOF) - New Project	153	0	0	153	0	0
CO 02	Santa Cruz Co	loc	930	Graham Hill Rd improvements - Add'l Funds	500	0	500	0	0	0
CO 16B	Santa Cruz Co	TE	1821	Wilder Ranch bikeway, phase 2 - Add'l Funds	375	0	0	375	0	0
CO 36	Santa Cruz Co	loc	1870	State Park Drive/Seacliff area Improvements (SOF)	325	0	0	325	0	0
CO 42	Santa Cruz Co	loc	1177	Green Valley Rd Rehab & Airport intersection imprvt (SOF)	468	0	0	0	468	0
SC 03*	Santa Cruz	TE	927	San Lorenzo River Bike/Pedestrian Bridge	475	0	475	0	0	0
SC 37	City of SC	loc	1867	Murray St. Bridge HBRR Match (SOF) - New STIP Project	869	0	869	0	0	0
SV 17	Scotts Valley	loc	1173	Mt. Hermon Road Rehab (SOF)	78	78	0	0	0	0
WAT 33	Watsonville	loc	1869	Struve Slough Bridge/Harkins Slough Rd-HBRR Match/SOF	764	0	764	0	0	0

4,007

Total New Funds Programmed: \$20,033,000

Full project costs/descriptions shown in Chapter 6.

SOF=State only Funds

*San Lorenzo River Bike/Ped Bridge (SC 03) traded RSTP for new TE funds that would otherwise been programmed to CO 17 and SV 19.

TE= Transportation Enhancement-eligible project. See page 16 regarding for more information.

Bridge project, in order to eliminate the need for these smaller projects to undergo the cumbersome federal process, otherwise required of TE projects.

Project Information

Project features, costs and proposed STIP funding for regionally significant and local projects are summarized in Chapter 6. STIP Project Nomination Fact and Funding Sheets for these projects are included in Appendix A.

2008 State Transportation Improvement Program (STIP)

Other regionally significant projects may be considered for programming in the 2008 STIP as additional information about those projects becomes available. Design work for the Highway 1 Widening/HOV Lane project would fall into this category. The Santa Cruz Metropolitan Transit District's (SCMTD) General Manager indicated that the 2008 STIP cycle would also be the appropriate time to consider if additional funds are needed for Phase 2 of the MetroBase project and/or the Santa Cruz Metro Center/Pacific Station Reconstruction.

Measuring Performance and Cost-Effectiveness

The California Transportation Commission (CTC) requires that each RTIP be evaluated for performance and cost-effectiveness. Evaluations are required on a region by region basis and the results must accompany each region's RTIP proposal. The evaluation should demonstrate the effectiveness of the RTIP as part of a 20 year period or on a life cycle basis in addressing or achieving the *Regional Transportation Plan* goals and policies.

As part of the *2005 Regional Transportation Plan (RTP)*, the RTC approved a set of performance measures to guide future funding decisions, including the new projects selected for the 2006 RTIP. The Santa Cruz County Performance Measure Report for the 2006 STIP reflects a system level evaluation of the 2006 RTIP as part of the *2005 RTP* program of projects and is shown in Appendix C.

Changes to Existing Projects

In addition to programming new funds to projects as described above, the 2006 RTIP also updates information, such as cost and schedule, on previously programmed STIP, STIP TE, CMAQ, RSTP, and regional TEA projects. The proposed changes to these projects include: shifting the program year for STIP funds to more accurately reflect project schedules (as shown in Figure 4), modifying project descriptions where necessary, and shifting funds amongst projects, as requested by project sponsors. Programming changes also relate to the type and amount of STIP funds the CTC has determined may be available each fiscal year. These project amendments are highlighted within the "Comments" section of the project listings shown in Chapter 6 with "2006 RTIP". Other amendments that were made to the 2004 RTIP are shown in Appendix D. Projects that have been completed since adoption of the 2004 RTIP are shown in Appendix E.

Figure 4: Proposed Changes to STIP Project Funds Carried Over from 2004 STIP

All figures shown in thousands (\$000's)

RTIP #	Agency	Rte	PPNO	Project	Total STIP	Carried Over STIP Funds By Fiscal Year						
						Prior FY 06	FY 07	FY 08	FY 09	FY10	FY11	
Non-TE STIP Projects/Funds Being carried over from the 2004 RTIP												
CT 18	Caltrans	1	413	Harkins Slough interchange	5,635	132	0	0	5,503	132	0	5,503
CT 03B	Caltrans	1	542H	Rt 17/1 connector, landscaping (support and design=GF)	1,500	0	0	0	1,500	0	0	0
CO 02	Santa Cruz Co	loc	930	Graham Hill Rd improvements	1,821	0		1,821	1,821	0	0	0
RTC 01	RTC	tdm	923	Highway 1 Freeway Service Patrol (SOF)	169	0	0	82	87	0	0	0
RTC 04	RTC	ppm	921	Planning, programming, and monitoring (SOF)	377	0	0	77	150	150	0	0
RTC 03	RTC	PTA	932	Santa Cruz Branch Rail R/W	10,000	0	0	10,000	0	10,000	0	0
MTD 01	SCMTD	PTA	924B	AB 3090 cash reimbursement (MetroBase)	6,363	0	0	6,363	0	6,363	0	0
CO 35	Santa Cruz Co	cash	1811	AB 3090 cash reimbursement (El Rancho Rd)	600	0	0	600	0	0	0	0
Total Non-TE Being Carried Over from 2004 RTIP					26,465			17,122	3,558	282		5,503
TE Projects Being carried over from the 2004 RTIP												
SC 07	Santa Cruz	te	1822	Broadway-Brommer St bike/ped path	1,336	0	0	1,336	1,336	0	0	0
CO 16B	Santa Cruz Co	te	1821	Wilder Ranch bikeway, phase 2	225	0	0	0	225	155	0	0
RTC 21	RTC	te	1826	Coastal Rail Trail, segment to be identified	345	0	0	345	40	305	0	0
Proposed Shifts for TE previously programmed					1,906			0	1,446	460		

Notes: GF=Grandfathered Funds, programmed prior to 1998 STIP
 SOF= State-only Funds
 Bold=Proposed change for 2006 RTIP and STIP
 Strikeout=Where funds were programmed in 2004 RTIP and STIP

STIP funds programmed in FY05/06 of the 2004 STIP are not shown here, but will be carried over into the 2006 STIP if project sponsors request an allocation by June 2006.

Utilizing Public Transit Account (PTA) Funds

Tier A of the 2006 STIP Fund Estimate identifies a large amount of funds available for PTA-eligible projects in the first few years of the STIP. As such, **this RTIP proposes to shift previously programmed STIP funds for the MetroBase and Santa Cruz Branch Rail Line Acquisition from FY08/09 to FY06/07.** If approved, the RTC will not have to seek an AB3090 reimbursement for the Santa Cruz Branch Line. Project sponsors must request an allocation of programmed FY06/07 funds by June 2007, or the funds will lapse and not be available to the region for reprogramming until the 2008 or 2010 STIP.

Prioritizing Projects for Allocation and Programming

The CTC cannot program more than the projected amount of funds in any given year of the 2006 STIP. As such, the CTC established targets for reprogramming non-PTA projects being carried over from the 2004 STIP and suggested that new funds would not be available until FY09/10 and FY10/11. However, due to delays that several previously programmed STIP projects are experiencing, it is possible to program some of the new funding capacity within the first two years of the STIP.

Nevertheless, the RTC recognizes that the CTC may determine that projects cannot be programmed as proposed by the RTC in the 2006 RTIP and the CTC may have to shift funds for some projects to later years in order to ensure the projects programmed cumulatively, statewide in the 2006 STIP are consistent with the Fund Estimate. Additionally, within each fiscal year, it is unlikely that the CTC will be able to allocate funds to all of the projects programmed. If the CTC determines it is necessary to shift projects to later years or only allocate to a select few projects in any given fiscal year, **the RTC requests that Santa Cruz County projects carried over from the 2004 STIP be given priority over newly programmed projects and funds.**

Transportation Enhancement (TE) Projects

Several proposed and existing STIP projects are eligible to receive federal Transportation Enhancement (TE) funding. TE-eligible projects are enhancements to traditional road projects above and beyond required environmental mitigation. Eligible projects include: pedestrian or bicycle safety programs and facilities, rail-trails, acquisition of natural lands, historic preservation, landscaping and scenic beautification, outdoor advertising removal, archaeological projects, water pollution control, transportation related museums, and vehicular related wildlife mortality prevention. The 2006 STIP Fund Estimate shows \$648,000 in new programming capacity for TE projects in Santa Cruz County, in addition to the TE funds previously programmed.

Since TE funds are federal funds, they are not subject to the same uncertainties as the majority of STIP funds. As such projects designated to receive STIP TE are more likely to be approved for allocations in any given year of the STIP. As such, this 2006 RTIP proposes that projects be designated as "TE" as shown in Figures 3 and 4. However, **if the CTC must limit TE designations only up to the regions TE target of \$2,554,000, the 2006 RTIP proposes that projects receive priority for TE funds, as shown below, based on project readiness:**

RTIP/ PPNO	Agency	Project	TE Funds
SC 03/0927	Santa Cruz	San Lorenzo River Bike/Ped Bridge	\$475,000
CO 16B/1821	Santa Cruz Co	Wilder Ranch bikeway, phase 2 – New Funds	375,000
CO 16B/1821	Santa Cruz Co	Wilder Ranch bikeway, phase 2	225,000
SC 07/1822	Santa Cruz	Broadway-Brommer St bike/ped path	1,336,000
RTC 21/1826	RTC	Coastal Rail Trail, segment to be identified	345,000
RTC 21A/1872	RTC	Santa Cruz Coastal Trail Network – New \$	1,500,000
Total:			\$4,256,000

Any funds not designated as TE by the CTC for these projects are to be listed as regular STIP funds.

State-Only STIP Funds (SOF)

Though the Fund Estimate shows that nearly all of the funds that will be available for STIP projects over the next five years will come from state funding sources, the CTC assumes that all projects will be qualified for Federal transportation funding unless the RTIP designates otherwise. In this RTIP, STIP project listings (Figures 3 & 4 and Chapter 6) include “SOF” next to the STIP funding source name if a project requires state-only STIP funding. The majority of these projects are small projects or projects that require state only funds to match federal funding sources. State-only funds are also needed for the RTC’s STIP Planning, Programming and Monitoring (PPM), Rideshare, and FSP programs. Allocating state-only funding will help accelerate project delivery and reduce costs for these individual projects and programs.

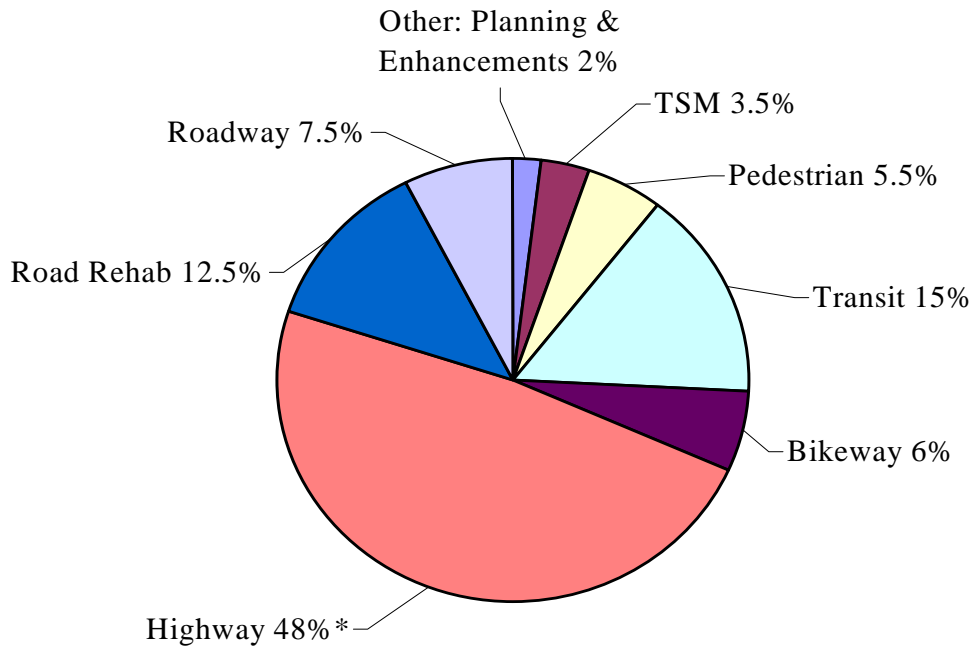
4. OTHER 2006 RTIP FEATURES

Programming Other Federal and State Funds

In addition to STIP funds, the RTC programs the regional share of some other federal and state funds during the RTIP process. The recently enacted federal transportation act, referred to as SAFETEA-LU, generally maintained the same types of funds as prior acts, the Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA-21, but provided an overall increase in funds available for transportation projects. This new money will filter through to the Regional Surface Transportation Program (RSTP), the State Transportation Improvement Program (STIP), the STIP Transportation Enhancement (TE) program, and the Congestion Mitigation and Air Quality Improvements Program (CMAQ). Chapter 6 provides information on projects that have been programmed by the RTC to receive these funds. Transportation Development Act (TDA) funds, generated by the ¼-cent Local Transportation Fund, are allocated to transit providers and the local jurisdictions each year. Projects that have received TDA funds over the past two years are listed in Appendix F.

The RTC has continually demonstrated a strong commitment to maintaining a multimodal transportation system. Figure 5 shows how the RTC has programmed discretionary federal funds, by transportation mode, since 1992, including new programming proposed in this document.

Figure 5: Funds Programmed by Mode
STIP, RSTP, CMAQ & TEA FY 1992-2011
\$195 Million



*A large portion (\$52 Million) is programmed to Hwy 1/17 Merge Lanes Project (CT 03).

Emphasis on Timely Project Delivery

All STIP and most federally-funded projects listed in this RTIP are subject to requirements for timely project delivery. Senate Bill 45, adopted in 1998, set strict “use it or lose it” spending deadlines for projects programmed in the STIP. In keeping with the spirit of SB 45, the California Transportation Commission (CTC) has specified that projects must request an allocation of STIP funds by the end of the fiscal year in which funds are programmed. Guidelines specify that no last minute STIP amendments can be used to rescue these projects from the spending deadlines. A late project’s only recourse is to request a one-time extension of up to 20 months--and this extension is not automatic. Policies regarding STIP project implementation are outlined in the CTC STIP Guidelines.

Assembly Bill 1012, signed into law in October 1999, extended the “use it or lose it” deadlines to the federal Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Enhancement Activities (TEA) programs. (Note: the regional TEA program was replaced with the STIP TE program in 2004.) Any region with more than three years worth of unspent RSTP, CMAQ, or regional TEA funds could have these monies reprogrammed to other agencies by the CTC. Additionally, in 2005 FHWA implemented more strict deadlines for using federal funds. Project sponsors must regularly invoice for their federal funds or risk being labeled “inactive” and losing funds for their projects. The combined result of these rules is that on-time project delivery is more critical for all state and federally funded projects. The RTIP is one of the documents that RTC uses to assist with its project tracking efforts.

In order to ensure that funding is not lost to local projects, RTC has established a Monitoring/Assistance Program that:

- Assures timely, cost-effective implementation of projects
- Provides regular information to Commissioners on project milestones
- Assists local agencies with trouble shooting, especially with state and federal agencies
- Helps lead agencies obtain the resources and expertise needed
- Includes a regular, streamlined reporting process
- Devotes extra attention to STIP and state highway projects

The RTC’s goal is to provide this enhanced level of project information and assistance, without creating an excessive workload for project sponsors or too much oversight of local agencies. This monitoring program is further described in Appendix G.

Amending the RTIP

If information about a project funded with STIP, RSTP, TE or CMAQ funds changes during the course of the RTIP, RTC requires project sponsors to request an RTIP amendment. If approved, the RTC then forwards these amendments to AMBAG for inclusion in the federal programming document (the *Metropolitan Transportation Improvement Program*) and to the CTC for inclusion in the STIP, as appropriate. In general, amendments that result in scope changes, project delays, or add or remove STIP, CMAQ, RSTP, or TE funds are taken to the RTC for review during a public hearing. Amendments cannot be made to STIP projects for any project

component after the beginning of the fiscal year for which it is programmed. RTC policies for amendments are consistent with those outlined by Caltrans and the CTC. Amendments approved by the RTC since adoption of the 2004 RTIP are listed in Appendix D.

Administrative Amendments

For CMAQ and RSTP projects, some minor amendments do not require a formal vote by the regional transportation planning agency (RTC) or metropolitan planning organization (AMBAG). These minor changes to existing project listings can include minor changes to the project description, funding information, and schedule information (not delay), as long as the changes do not add or delete projects, adversely affect air quality, delay implementation of Transportation Control Measures, impact financial constraint, nor result in major scope changes.

Delivering Federally Funded Projects

Before a project sponsor can receive reimbursement for STIP and other federal funds programmed to their project, they must follow several steps to ensure applicable state and federal laws are followed. These steps are outlined in the Caltrans Local Assistance Procedures Manual (LAPM) (available online at: <http://www.dot.ca.gov/hq/LocalPrograms/public.htm>) and summarized in Appendix H.

Completed Projects

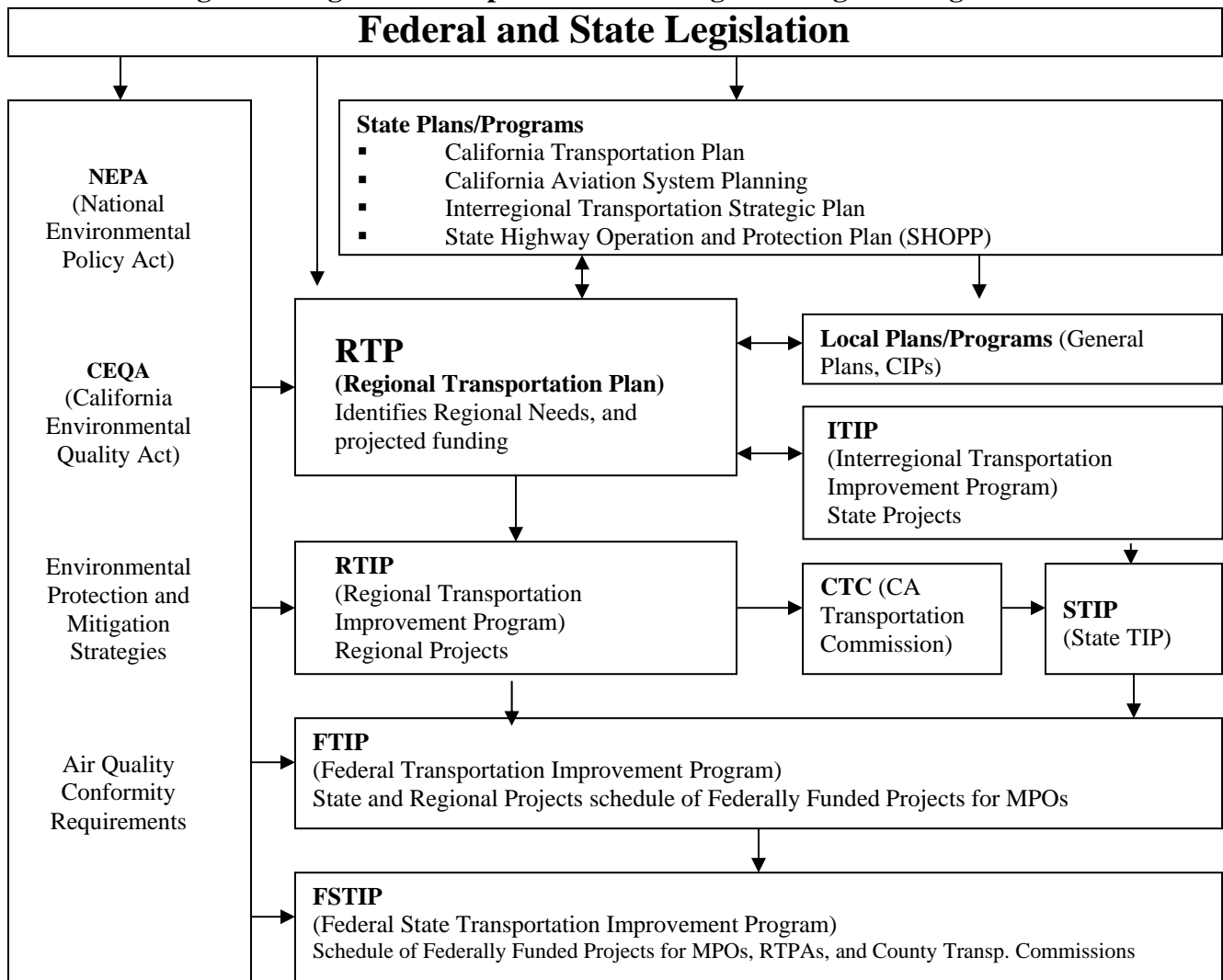
Project sponsors have been busy over the last two years completing dozens of important transportation projects throughout the region. Projects previously listed in the 2004 RTIP that have since been completed are listed in Appendix E of this document.

5. RELATIONSHIP TO AND CONSISTENCY WITH REGIONAL, STATE AND FEDERAL PLANNING DOCUMENTS

Regional Transportation Planning and Programming

The regional transportation planning and programming process is a complex, cooperative process that includes all levels of government with the opportunity for input from stakeholders at each level. Figure 6 shows the flow the regional transportation planning and programming process.

Figure 6: Regional Transportation Planning and Programming Process



As described earlier, the 2006 RTIP, and future RTIPs, implement the *Regional Transportation Plan*. Evaluation measures were used to ensure consistency with the goals and policies of the RTP (Appendix C). The six goals of the RTP are:

- Preserve and maintain the existing transportation system, emphasizing safety and efficiency.

- Increase mobility by providing an improved and integrated multi-modal transportation system.
- Coordinate land use and transportation decisions to ensure that the region’s social, cultural, and economic vitality is sustained for current and future generations.
- Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region.
- Make the most efficient use of transportation funds.
- Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.

Relationship to the Major Transportation Investment Study (MTIS)

In 1999 the Santa Cruz County Regional Transportation Commission (RTC) completed a Major Transportation Investment Study (MTIS) of the Watsonville - Santa Cruz - University of California, Santa Cruz (UCSC) corridor. After a series of workshops, televised meetings and public hearings in 1999 the RTC approved a set of transportation options to pursue over the next 15 years for the Watsonville - Santa Cruz - UCSC corridor. These projects are being programmed and constructed as funds become available through federal, state, and local resources.

Based on the assumption that \$260 million would be available from existing or known sources (such as STIP, FTA, and federal earmarks) between 2000 and 2015, a list of seven projects or types of projects were approved by the RTC. The adopted program of projects for the Watsonville to Santa Cruz corridor is in the process of implementation. Since adoption of the MTIS, funds have been programmed to these different projects, as shown in Figure 7 (including funds proposed in this RTIP).

Figure 7: MTIS Program of Projects

MTIS Project	Planned Funding in MTIS *	Programmed through FY 2011
Bus Transit Improvements	\$124 million	\$30 million
Local Road Improvements	\$50 million	\$4.5 million
HOV Lanes on Hwy 1 **	\$46 million	\$8.5 million
Rail Right-of-Way Acquisition	\$15 million	\$20.5 million
Bike/Ped Path on Rail ROW***	\$12 million	\$783,000
Local Bike Projects	\$12 million	\$7.5 million
Electric Bicycles	\$1 million	\$1 million
TOTAL	\$260 million	\$39.4 million

*The 2005 *Regional Transportation Plan* provides updated funding projections that are more conservative. Amounts shown here do not reflect total project costs. Total project costs are significantly higher in most instances.

**This RTIP also includes other improvements to the Hwy 1 corridor, including \$11 million for auxiliary lanes on Hwy 1 between Soquel and Morrissey.

***In addition to the funds designated to the path along the Rail ROW, other funds have been secured for the Monterey Bay Sanctuary Scenic Trail (MBSST) and Coastal Connection Trail, as identified in this RTIP, which may be used for the Rail ROW path.

In addition to already programming some funding to these projects, the RTC has integrated these projects into the long-range planning document, the 2005 *Regional Transportation Plan*. The RTC has also continued negotiations with Union Pacific Railroad for the purchase of the railroad right of

way, Ecology Action, a local non-profit organization, is implementing the electric bike program and the first phase of work for the Highway 1/HOV lane project – environmental review—is underway. Bus system improvements, local road projects, and local bicycle projects are continually being implemented.

Project costs and funding sources are still being refined for most projects. Most of the projects approved need more specific design and engineering work to determine exactly how they would work and what they would cost.

State Highway Operations and Protection Program (SHOPP)

Many transportation projects along the state highway system are not included in the RTIP. Instead, Caltrans programs many safety, operational, and system maintenance and transportation management projects in the State Highway Operations and Protection Program (SHOPP).

As discussed earlier, funds for the SHOPPP come off the top of the Fund Estimate. Projects proposed by Caltrans for the 2006 SHOPP are listed in Appendix B.

The SHOPP includes many operational improvement projects that do not expand the design capacity of the system and are intended to address spot congestion. Examples of such projects in Santa Cruz County include intersection modifications including traffic signals, two-way left turn lanes, curve and vertical alignment corrections, channelization, turnouts, and shoulder widening.

Transportation management systems (TMS) improvements can address highway congestion and manage transportation systems. These projects include Transportation Management Centers and field elements, such as traffic sensors, message signs, cameras, and ramp meters that upgrade the existing facilities. The RTC continually works with Caltrans to investigate the expansion of TMS elements along state highways in the region, especially Highways 1 and 17.

If timely implementation of these types of projects is not possible through the SHOPP, the RTC may nominate these projects for STIP programming through the RTIP.

Relationship Between the Regional and Federal Transportation Improvement Programs

In compliance with federal planning law, the region's Federal Transportation Improvement Program (FTIP) is the programming document for transportation projects with federal funds. All federally-funded *Regional Transportation Improvement Program* projects need to be included in the FTIP.

As the federally-designated metropolitan planning organization (MPO) for the Monterey Bay Area, the Association of Monterey Bay Area Governments (AMBAG) assembles the tri-county FTIP, known as the *Monterey Bay Metropolitan Transportation Improvement Program* (MTIP). AMBAG prepares the MTIP in close coordination with the Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, Council of San Benito County Governments, the local transit districts, and the affected cities and counties.

After the 2006 RTIP is adopted, the Monterey Bay MTIP will be amended to incorporate any changes to projects in the Santa Cruz County region, with information on STIP projects to be incorporated after CTC adoption of the 2006 STIP.

6. 2006 RTIP PROJECT LISTING BY SPONSOR

Project Lists

The 2006 RTIP compiles information on projects and programs which are currently being implemented or are scheduled to be implemented over the next five years, through FY 10/11. They include projects funded by the Regional Share of the STIP, federal Transportation Enhancement Program (TE), federal Regional Surface Transportation Program (RSTP), state Regional Surface Transportation Exchange Program (RSTPX), or federal Congestion Mitigation and Air Quality Improvement Program (CMAQ). These projects are mapped and listed on the following pages. Projects that have been completed since the 2004 RTIP and/or are no longer included in this document are listed in [Appendix E](#).

Format of project lists

The RTIP project lists include:

- The name of the agency responsible for project implementation.
- The project title and a phrase describing the type and scope of the project.
- Unique project identification numbers, including numbers designated by the RTC which reflect the project sponsor (Proj No), as well as project numbers designated by Caltrans for STIP projects (PPNO)
- Any appropriate funding restriction or designation, including projects requiring state-only STIP funding.
- The source and amounts of local or other non-STIP funds, if any, committed to project.
- Year funds are available and the amount of each funding source designated for: (1) environmental studies and permits (Envl); (2) preparation of plans, specifications, and estimates – design (Design); (3) right-of-way acquisition (ROW); and (4) construction and construction management and engineering, including surveys and inspection, (Const), as well as support costs for Caltrans projects.
- Estimated total cost.
- Comments on the funding history of the project.

Funds that have already been allocated by the CTC or obligated through Caltrans are shown under the column heading “Obl Ttl”.

Years Covered

The years covered in this 2006 RTIP correspond to the years of the funding programs. For STIP and STIP TE projects, the program runs through FY 2010/11. As of adoption of this RTIP (January 2006), other funds have been programmed through FY08/09.

Acronym Guide

This guide lists agency, program, fund source, and other acronyms found in the project lists and/or elsewhere in the 2006 RTIP.

Fund Sources

AB2766	Assembly Bill 2766-Motor Vehicle Emissions Reduction Grant Program (Local)
BTA	Bicycle Transportation Account (State), formerly Bicycle Lane Account (BLA)
CCG	California Conservation Corps (State)
CMAQ	Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Federal)
CRA	California Resources Agency Coastal Resources Program (State)
Earmark	Federal funds designated to specific projects in federal transportation acts and bills
EcoAction	Ecology Action, local non-profit funds (Local)
FEMA/OES	Federal Emergency Management Agency/Office of Emergency Services (Federal/State)
FHWA	Federal Highway Administration, miscellaneous grants (Federal)
FTA	Federal Transit Administration, including sections 5307 (formula capital/operations), 5309 (discretionary capital), 5310 (elderly/disabled), and 5311 (rural capital/operations) funds (Federal)
HBRR	Highway Bridge Replacement and Rehabilitation Program (Federal)
HES	Hazard Elimination for Safety Program (Federal)
ITIP	Interregional Improvement Program (State)
JARC	Job Access Reverse Commute (Federal)
Local	Local funds from a variety of sources (Local)
Meas E	Measure E, local measure to repair 1989 earthquake damage (Local)
Minor A	Caltrans funding for projects under \$750,000 (State)
NH	National Highway Funds (Federal)
Off Rd	Off road vehicle fund (Local)
Prop 116	Proposition 116 Rail Funds (State)
PTA	Public Transit Account (State)
Rail 130	Section 130 Public Utilities Commission, fund rail crossing improvements (State)
RDA	Redevelopment Agency (Local)
RSTP	Regional Surface Transportation Program (Federal)
RSTPX	RSTP federal funding exchanged for state funding (State)
Rule 431	Assembly Bill 431 Air Quality Funds (Local fund source through MBUAPCD)
SHA	State Highway Account (State)
SHOPP	State Highway Operations and Protection Plan
St P&R	California Department of Parks and Recreation (State)
SR2S	Safe Routes to Schools Program (State/Federal)
STIP	Regional Share of STIP (State and Federal source, depending on project size/type)
STIP (GF)	Grandfathered Regional Share of STIP, funds programmed prior to 1998 STIP.
STIP (SOF)	STIP targeted as State Only Funds (CTC decides at time of allocation if SOF avail.)
STIP (TE)	Regional Transportation Enhancement Program (Federal)
TCI	Transit Capital Improvement (State)
TCRF	Transportation Congestion Relief Fund (State), from TCR Act
TEA	Regional Transportation Enhancement Activities Program (Federal) from TEA-21
TEA (St)	Transportation Enhancement Activities Selected by CTC through State TEA pot

TDA	Transportation Development Act (Local)
TSM	Transportation Systems Management (old state fund source and program)

Lead Agencies and Project Sponsors

AMBAG	Association of Monterey Bay Area Governments
B2W	Bike to Work
CAP	City of Capitola
CO	County of Santa Cruz
CT	California Department of Transportation (Caltrans)
CTC	California Transportation Commission
FG	California Department of Fish and Game
FSA	Family Services Agency for the Central Coast
HCA	Highway 1 Construction Authority (a new Joint Powers Authority)
MBUAPCD	Monterey Bay Unified Air Pollution Control District
MTD	Santa Cruz Metropolitan Transit District
PVTMA	Pajaro Valley Transportation Management Association
RTC	Santa Cruz County Regional Transportation Commission
SC	City of Santa Cruz
SCTMA	Santa Cruz Area Transportation Management Association
SP	California Department of Parks
SV	City of Scotts Valley
UCSC	University of California, Santa Cruz
WAT	City of Watsonville
WMA	Watsonville Municipal Airport

Project Phases, Numbers, and Other Abbreviations

Const	Construction and construction management and engineering, including surveys and inspection
Design	Design - Preparation of plans, specifications, and estimates (PS&E)
Envl	Environmental studies and permits: Project approval and environmental document (PA & ED)
Obl Ttl	Total amount of funds that have been obligated – either through Caltrans E-76 or STIP Allocations. <u>Only tracked for RTC discretionary funds (CMAQ, RSTP, RSTPX, STIP, TEA)</u>
PM	Post mile
PPNO	STIP designated Project Programming Number
ROW	Right-of-way acquisition (also R/W)
RTE	Route Number if on the State highway system
Src	Source- Funding source
Years	Years shown (Prior, 06/07, 07/08, etc) reflect fiscal year funds will be available to a project (based on projected STIP funds or projected Federal Appropriations). Some projects have experienced delays and will actually obligate funds in later years. Those projects may be subject to use-it-or-lose-it deadlines outlined in AB1012. The FTIP tracks the anticipated year federal funds will actually be used.

Other Acronyms and Abbreviations Used in the 2006 RTIP

CHP	California Highway Patrol
CTC	California Transportation Commission
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTIP	Federal Transportation Improvement Program (FTIP)
FTA	Federal Transit Administration
FY	Fiscal Year (State FY is July 1-June 30; Federal FY is October 1-September 30)
HOV	High Occupancy Vehicle Lane (carpool or diamond lanes)
I/C	Interchange
MPO	Metropolitan Planning Organization (Federally designated)
MTIP	Metropolitan Transportation Improvement Program (also referred to as the FTIP)
MTIS	Major Transportation Investment Study
PA/ED	Project Approval/Environmental Document
RIP	Regional Improvement Program (same as regional share of STIP)
RTC	Santa Cruz County Regional Transportation Commission
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency (State designated)
SCCRTC	Santa Cruz County Regional Transportation Commission
S/W	Sidewalk
\$M	Millions of dollars
\$K	Thousands of dollars