

APPENDIX A: PERFORMANCE MEASURES

Performance measures are included in the 2006 RTIP as required in the 2006 STIP Guidelines. Performance measures demonstrate how the goals and objectives contained in each Regional Transportation Plan (RTP) are linked to the program of projects contained in each RTIP. Parts A and B below evaluate the 2006 RTIP projects with respect to this objective. Part A evaluates the RTIP's impact on performance using indicators recommended by CTC and Part B evaluates projects according to RTC's 2005 RTP adopted performance measures. Quantitative data is used to describe performance improvements when possible. However, due to funding and staffing constraints data is limited. In most cases, projected and/or specific program list data is not available to quantitatively measure performance indicators. Where quantitative data is not available, qualitative answers which describe the impact of the 2006 RTIP project's impact on the transportation system are shown. NA is stated when information is not available, not applicable, or not measurable.

Part A

The CTC provided a list performance indicators and measures in the 2006 STIP Guidelines to assist regional agencies in the quantitative or qualitative evaluation of their RTIP documents. These are shown in the table below. The CTC recognizes that these performance measures may not reflect the measures identified in every region's RTP and that quantitative data may not be available.

Indicator	Performance Measures			Current System (Baseline)	Projected Impact of Projects
	Mode	Level*	Measures		
Safety	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)	0.000015%	Reduce
			Fatal Collisions / VMT	NA	Reduce
			Injury Collisions / VMT	0.000075%	Reduce
	Transit	Mode	Fatalities / Passenger Miles	NA	Reduce
Mobility	Roadway	Region	Passenger Hours of Delay / Year	3,569,612*	Reduce
			Average Peak Period Travel Time	10:07:00 **	Reduce
			Average Non-Peak Period Travel Time	6:05:00 **	Reduce
Accessibility	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.	NA	NA
Reliability	Roadway	Corridor	Travel Time Variability	NA	Reduce
	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	NA	Reduce
			Percentage of vehicles that leave early for their next scheduled destination.	NA	NA
Productivity (Throughput)	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	NA	Reduce
			Average Daily Vehicle Trips	See Exhibit A	Reduce
	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	NA	Increase
			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	NA	Increase
	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	NA	NA
			Average Daily Vehicle Trips that are Trucks	NA	NA
	Transit	Mode	Passengers per Vehicle Revenue Hour	NA	Increase
			Passengers per Vehicle Revenue Mile	NA	Increase
Passenger Mile per Train Mile (Intercity Rail)			NA	NA	
System Preservation	Roadway	Region	Total number of Distressed Lane Miles	NA	Reduce
			Percentage of Distressed Lane Miles	NA	Reduce
			Percentage of Roadway at Given IRI Levels	NA	Reduce
Return on Investment				NA	NA

*Reflects data for entire AMBAG region; ** Reflects Travel Time on Hwys 1 & 17.

Part B

All projects programmed in the Santa Cruz County 2006 RTIP are consistent with the goals and objectives of the 2005 RTP. The table below lists the performance measures adopted by the Commission for the 2005 RTP which provide a systematic process to guide transportation investment. The RTC considered the performance measures listed below when selecting projects for the 2006 RTIP. The projected impact of projects included in the 2006 RTIP and 2005 RTP is shown below.

Performance Measures	Base=today	2030 Projections* with Implementation of 2006 RTIP and 2005 RTP
MAINTENANCE: Backlog of road maintenance and buses/bus facilities overdue for maintenance	\$140M backlog for roads; MetroBase	Decrease: MetroBase to be completed. Back log of road maintenance needs will remain the same.
ENVIRONMENT: Smog forming pollutants - tons	88.62 tons of emissions from motor vehicles per day	19.95 tons of emissions from motor vehicles per day
EQUITY: Transportation expenditures per jurisdiction & per mode	For RTC programmed funds, see RTIP	Per mode-See Figure 4 of RTIP or Figure 28 of 2005 RTP Per Jurisdiction: well balanced
VEHICLE OCCUPANCY: Average vehicle occupancy on Highways 1 & 17	1.4 during AM peak; 1.2 during PM peak	Increase with addition of HOV lanes, express bus service, and continuation of the regional rideshare program
CONGESTION: Vehicle hours of delay analysis**	Freeway: 488am-587pm Multilane: 92am-114pm Two lane: 9,299am-11,320pm	Freeway: 1,993am-2,374pm Multilane: 306am-371pm Two lane: 16,126am-19,592pm
COMMUTE: Average Commute time (minutes)	29.3	Will increase. Partly dependent on land use decisions/population increases
TRANSIT: Ridership	5,819,450/year	Increase with added bus service
TRANSIT: Number of jobs and housing units within 1/4 mile of transit stops (not route) on fixed routes.	Data not currently available	Could increase with added bus service, but partly dependent on land use decisions
PARATRANSIT: Number of paratransit & sr/disabled fixed route rides/% of population that is elderly or disabled***	806,326 rides available to 8% of population	Rides needed/provided to increase as elderly population projected to increase exponentially
BIKE: Miles of Class 1 & 2 bikeways	96.7	Increase by greater than 5 miles
BIKE: Rate of reported bike collisions to population	1 per 1727	Decrease with added bikeways, safety programs
PEDESTRIAN: Miles of pedestrian facilities - sidewalks/paths	Data not currently available	Increase- Several projects include new sidewalks and paths
PEDESTRIAN: Rate of reported pedestrian collisions to population	1 per 2911	Decrease with added sidewalks, safety programs

*Constrained by limited resources available to Commission staff for collecting data

**Total AMBAG Region

***Reflects minimum number of trips that could be made based on annual sales of Senior and Disabled trip passes

APPENDIX B: AMENDMENTS SINCE ADOPTION OF THE 2004 RTIP

Amendment Made to the 2006 RTIP by the RTC since January 2006 Adoption

- 3/2/06: Funds shifted from City of Santa Cruz West Cliff Drive Path project to three other City of Santa Cruz projects.
- 6/1/06: \$3 million in Federal RSTP funds exchanged for State RSTPX for eight projects
- 6/1/06: \$13 million in STIP funds programmed to Santa Cruz Metro transit projects, \$13 million in street/road projects deprogrammed to reflect the CTC adopted 2006 STIP
- 4/7/07: Programmed \$5.8 million RSTP and \$560,000 CMAQ funds to fifteen projects; prioritized projects for 2006 STIP Augmentation funds; updated project information as needed.
- 6/7/07: \$2.7 million in Federal RSTP funds exchanged for State RSTPX for seven projects.

Amendments Made to the 2004 RTIP by the RTC, Since April 2004 Adoption

- 5/6/04: \$75,000 in FY04/05 CMAQ reprogrammed from the Don't Drive 1 in 5 program to the Community Traffic Safety Coalition (\$35,000) and Bike to Work (\$40,000)
- 6/17/04: Color of funding changed for \$2.7 million worth of projects.

RTIP Number	Project	TE (STIP)		CMAQ		RSTP		Total Progmd
		Prior listing	New	Prior listing	New	Prior listing	New	
RTC 24	Hwy 1 PA/ED			0	1060	1060	0	1060
SC 07	Broadway Brommer Bikepath	0	1336	1336	0			1336
SC 20	Beach St Bikeway	276			276			276
CAP 09	Bay Ave (Cap) Sidewalks	140					140	140
SC 34	Soquel Ave Bike Lanes	320					320	320
SV 19	Hacienda bike/sidewalks	200					200	200
WAT 32	Watsonville Wetlands trail	400					400	400
Total/source		1336	1336	1336	1336	1060	1060	2672

- 8/19/04: \$320,000 in RSTP funds from the City of Santa Cruz Soquel Avenue Bike Lanes project shifted to San Lorenzo River Bike/Ped Bridge because Soquel Avenue Bike Lanes secured a BTA grant.
- 9/2/04: \$2.3 million in Federal RSTP funds exchanged for State RSTPX funds for seven projects
- 10/7/04: Traded \$6.4 million in FY05/06-06/07 STIP funds for RSTP funds for sixteen projects. Programmed freed up STIP funds and \$1.1 million in FY08/09 RSTP funds totaling \$7.5 million to MetroBase. Updated remaining STIP projects to be consistent with the adopted STIP.

- 2/17/05: Shift funds to later years for two STIP projects.
- 3/3/05: Designate the Santa Cruz Branch Rail Line Right-of-Way Acquisition as an AB3090 Reimbursement.
- 3/17/05: Change color of money for several projects in order to prevent loss of CMAQ funds.
- 3/17/05: Designate the MetroBase Project as an AB3090 Reimbursement.
- 5/5/05: \$3.4 million in Federal RSTP funds exchanged for State RSTPX funds for nine projects.

APPENDIX C: ORIGINAL 2006 STIP PROPOSAL

In January 2006 the RTC proposed that the CTC program STIP funds the projects as shown in the column RTC Proposal. The CTC only agreed to program \$5.4 million of the funds to existing STIP projects and transit projects, as shown above. In June 2006 the RTC submitted a revised proposal for the remaining funds to Public Transportation Account (PTA)-eligible projects.

Initial Proposal (1/06)

Agency	Project	RTC Proposal	CTC Approved
SCCRTC/CT	Hwy 1 Widening/HOV Lane PA/ED - Adds STIP Funds	500	0
Caltrans/RTC	Hwy 1 Soquel/Morrissey Aux Lane - New Project	8,475	0
Caltrans/Wats.	Harkins Slough interchange - Additional Funds	1,705	1,705
City of SC/CT	Hwy 1/9 Intersection improvements - Revived STIP project	1,088	0
City of SC/CT	Hwy 1/San Lorenzo Bridge Widening - New STIP Project	500	0
SCMTD	Transit Trip Planner - New Project	500	500
SCCRTC	Santa Cruz Coastal Trail - New Project	1,500	1,500
SCCRTC	Monterey Bay Sanctuary Scenic Trail (SOF) - match to fed \$	785	0
SCCRTC	Freeway Service Patrol (SOF) - Add'l Funds	300	0
SCCRTC	Rideshare Program (SOF) - Additional Funds**	300	0
SCCRTC	Planning, programming, and monitoring (SOF) - Add'l \$	373	373
Capitola	Capitola Road Traffic Calming (SOF) - New Project	153	0
Santa Cruz Co	Graham Hill Rd improvements - Add'l Funds	500	500
Santa Cruz Co	Wilder Ranch bikeway, phase 2 - Add'l Funds	375	375
Santa Cruz Co	State Park Drive/Seacliff area Improvements (SOF)	325	0
Santa Cruz Co	Green Valley Rd Rehab & Airport intersection imprvt (SOF)	468	0
Santa Cruz	San Lorenzo River Bike/Pedestrian Bridge (trade RSTP for STIP)*	475	475
City of SC	Murray St. Bridge HBRR Match (SOF) - New STIP Project	869	0
Scotts Valley	Mt. Hermon Road Rehab (SOF)	78	0
Watsonville	Struve Slough Bridge/Harkins Slough Rd-HBRR Match/SOF	764	0
		\$20,033	\$5,428

Revised Proposal (6/06)

SCMTD	Replacement of 8 Local Buses	3200	3200
SCMTD	Replace 5 Hwy 17 Buses	2000	2000
SCMTD	Convert 40 Diesel Buses to CNG Fuel	6800	6800
SCMTD	MetroBase (trade of RSTP for STIP)	1137	1137
Caltrans	Hwy 1/17 Merge Lanes - Supplemental Funds	1,099	1,099
		\$14,236	\$14,236

Unprogrammed Balance = \$369

APPENDIX D: TRANSPORTATION DEVELOPMENT ACT PROJECTS

Description

Transportation Development Act (TDA) Funds are generated from a state tax of one-quarter of one percent on all retail sales in each county. TDA funds are allocated by the Santa Cruz County Regional Transportation Commission (RTC) to fund transit, specialized transportation services, bicycle and pedestrian projects and RTC operations, as specified in the RTC's Rules and Regulations and in accordance with State TDA Regulations.

Process

At the end of every calendar year, the County Auditor-Controller provides the RTC an estimate of the TDA revenue for the ensuing fiscal year. According to the RTC's Rules and Regulation's the RTC budgets TDA funds in priority order to:

- a.** Commission Operations including administration of the provision of TDA and regular planning programs;
- b.** SCMTD for public transportation purposes (85.5% after **a**);
- c.** Consolidated Transportation Services Agency for specialized transportation services (8.25% after **b**);
- d.** Volunteer Center for specialized transportation services (1% after **c**); and
- e.** Local Jurisdictions according to population for bicycle and pedestrian projects and demonstration projects (<5.25% after **d**);

The RTC can also make Special Allocations as needed.

Claims for TDA funds must be submitted per the Commission's Rules and Regulations. Before a claim is approved, the Commission must find that each project for which funds are claimed is in conformance with the Regional Transportation Plan has been reviewed by the appropriate Commission Advisory Committee.

DISTRIBUTION

Unlike many of the various state and funding sources distributed by the Commission, TDA funds may be carried over year to year. Many local jurisdictions, especially smaller jurisdictions, choose to carry-over the funds in order to accumulate a substantial enough lump sum to deliver a transportation project.

The table on the next page provides a list of transportation projects approved to receive TDA funds.

**TRANSPORTATION DEVELOPMENT ACT
FUNDING AND PROJECT SUMMARY FOR FY06/07**

Agency	TDA Funds Apportionments for FY06/07*	TDA Projects Delivered in FY06/07	TDA Fund Balance as of 3/07	Allocated TDA Projects included**
SCMTD	6,165,834	Transit Operations	1,541,458	Transit Operations
Consolidated Transportation Agency	605,766	Specialized Transit Operations	28,000	Specialized Transit Operations
Volunteer Center	72,115	Specialized Transit Operations	4,251	Volunteer Driver Program
City of Capitola	13,942		53,502	Bike Lane Striping and Repair
City of Santa Cruz	79,802		334,040	Bike Parking Program Bike Striping East Cliff/Hiawatha Pedestrian Improvements San Lorenzo Bike/Pedestrian Bridge Design High Street Bikeway West Cliff Pathway Widening Shared Roadway Markings
City of Scotts Valley	16,270		49,749	
City of Watsonville	70,390	Wheel Chair Ramps	203,095	Wheel Chair Ramps
County of Santa Cruz	187,382		464,808	State Park Drive Bike/Pedestrian Improvements Sims Road Safe Routes to School Amesti Road Safe Routes to School Calabasas Road School Bike/Pedestrian Safety State Park Drive Improvements
RTC	969,832	Operations	0	Administration and Planning
Special Allocations	0			
TOTAL	8,181,331		2,678,903	

*TDA Funds allocated to these projects FY06/07. Additional TDA funds may have been allocated and spent on some of these projects in prior years. Projects delivered during this time period may have been funded by an accumulation of current and previous years TDA funds. FY06/07 TDA Apportionments will be adjusted to reflect actual at the end of the fiscal year.

**Funding for these project is included in the column: TDA Fund Balance as of 3/07

APPENDIX E: MONITORING AND ASSISTANCE PROGRAM

For State and Federally Funded Projects

(Adopted 8/6/98)

1. State Highway Regional Share or Jointly-Funded Interregional Projects

- a. Memorandum of Understanding (overall) between Caltrans and RTC
- b. Cooperative Agreement between Caltrans and implementing agency for each project
- c. Project development team (includes local jurisdiction, RTC, Caltrans, others)
- d. RTC staff assistance in coordination between local agencies and Caltrans
- e. Quarterly scope, schedule and budget status reports by Caltrans to the RTC, monthly reports as the project nears construction
- f. Submittal of early draft environmental and design documents by Caltrans to the project development team members for review
- g. Monitoring of the project schedule and budget by project milestones by RTC
- h. Oversight of STIP amendments by RTC

2. Local STIP Projects

- a. Biannual scope, schedule and budget status reports submitted by project sponsors to the RTC
- b. Monitoring of the project schedule and budget by project milestones by RTC
- c. Submittal of early draft environmental and design documents (65% to 80% stage, basic drawings, not plans and specs) by project sponsor to RTC staff for review
- d. Review of project design (65% to 80% stage, basic drawings) by the Bicycle Committee
- e. Oversight of STIP amendments by RTC
- f. Notification to RTC of STIP allocation request by project sponsors
- g. Review of STIP allocation request and issuance of concurrence letter to Caltrans by RTC staff to determine if project meets state law/guidelines and RTIP provisions; if issues exist, bring concurrence letter to RTC for approval

3. Local Non - STIP Projects (TDA, RSTP/CMAQ)

- a. Annual scope, schedule and budget status reports by project sponsor to the RTC (proposed for September)
- b. Submittal of early draft environmental by project sponsor to RTC staff for review
- c. Review of project design (65% to 80% stage, basic drawings) by the Bicycle Committee, if appropriate
- d. Local agency assistance by RTC staff as requested, particularly in interactions with Caltrans and the Federal Highway Administration
- e. Hold informational workshops as appropriate and provide a forum for discussing common implementation issues (ITAC)
- f. Encourage non-transportation departments or agencies to seek assistance from local public works departments if project delivery issues arise
- g. Submittal of courtesy copies of Environmental Enhancement and Mitigation grant requests by local agencies to RTC staff

APPENDIX F: PROJECTS COMPLETED SINCE 2004 RTIP

- CAP 01 Gross Road/41st Ave Intersection Widening
- CO 17 Calabasas Road widening , Bike Lanes and Sidewalks - Phase 1
- CO 18 East Cliff Dr. Rehab, 5th to 12th Ave.
- CO 32 Sanctuary Scenic Trail - Phase 1
- CO 41 Graham Hill Road Rehabilitation: Zayante to Mt. Hermon Road
- CO 43 Soquel Avenue Rehab: Paul Minnie to Gross Road
- CT 28 Ben Lomond Streetscape
- FG 1 Buena Vista Viewshed Acquisition
- RTC 15 Vanpool Incentive Program
- RTC 20 Don't Drive One in Five Promotion
- SC 01 Multimodal Station at Depot Park
- SC 20 Beach Street Bikeway
- SC 28 Front Street pavement Rehab
- SC 29 High and Highland Road Rehab
- SC 30 Water Street Rehab: Branciforte to Morrissey
- SC 32 Pacific Ave Wall Reconstruction
- SC 33 Water Street Sidewalks
- SC 37 Soquel Avenue Bike Lanes and Left-Turn Pockets
- SV 10 Mt Hermon/Kings Village Rd Rehab
- SV 15 Scotts Valley Dr/Glenwood Drive Intersection Improvements
- SV 16 Scotts Valley Dr Rehab: Glenwood to Vine Hill
- SV 17 Mt. Hermon Rd Rehab: La Madrona to Glen Canyon
- SV 18 Green Hills Road ped facilities
- WAT 20 Transit Center Joint Daycare
- WAT 24 Green Valley Rd Slope Stabilization: Main to Kralj
- WAT 26 Pedestrian Facilities near Schools and Library
- WAT 27 Main Street/Freedom Boulevard Roundabout Study
- WAT 32 Watsonville Wetlands Trails
- WAT 34 Watsonville Slough Bridge

For additional information on any of these projects, please contact SCCRTC at 831-460-3200.

APPENDIX G: REQUIREMENTS FOR THE FEDERAL AIDE PROCESS

As a guide for agencies responsible for implementing projects, the following is a list of some of the major steps involved in using federal funds.

Requirements of the Federal Aide Process:

1. Project eligibility determined by RTC and Caltrans.
2. Project programmed in the RTIP by the RTC.
3. Project programmed in the FTIP by AMBAG and the STIP by the CTC (for STIP and TE projects).
4. Project sponsor (Agency) requests allocation for STIP and TE projects (for each phase). Requires RTC concurrence. *If a STIP project is going to be delayed, Agency must request (through RTC) an amendment or extension to shift project into later years of the TIPs (STIP/RTIP/MTIP). If shift is not requested in time, funds lapse and are lost to project.*
5. CTC votes allocation for each phase of a STIP project. CTC may delegate to Caltrans the authority to allocate funds for local agency projects if less than \$1.5 million total.
6. Authorization to Proceed (E76) submitted to Caltrans Local Assistance separately for each of four phases: PA/ED (Environmental), PS&E (Design), R/W (Right-of-Way) and Construction. (Ch. 3 of the Local Assistance Procedures Manual-LAPM)
7. Field Review (may occur as early as step #5).
8. Execute Program Supplemental Agreement and Master Agreement (if needed).
9. Agency submits Contract Award information to DLAE.
10. Agency submits Progress Invoicing to Local Program Accounting Branch (see note below) with a copy to DLAE. This step can be as early as step #8 if PA/ED expenses are authorized.
11. Agency submits Final Invoice and Report of Final Expenditures to DLAE.

Note: Funds are only available on a reimbursement basis and agency's must receive Authorization to Proceed (an E-76) before reimbursable work can begin on each phase of a project. Any expenditures made before E-76 authorization is received are non-participating and can be neither used for match nor be reimbursed later.