AGENDA

Thursday, November 21, 2013
9:00 a.m.

NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, CA

NOTE
See the last page for details about access for people with disabilities and meeting broadcasts.

En Español
Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE
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COMMISSION MEMBERSHIP

Caltrans (ex-officio) Tim Gubbins
City of Capitola Dennis Norton
City of Santa Cruz Don Lane
City of Scotts Valley Randy Johnson
City of Watsonville Eduardo Montesino
County of Santa Cruz Greg Caput
County of Santa Cruz Neal Coonerty
County of Santa Cruz Zach Friend
County of Santa Cruz John Leopold
County of Santa Cruz Bruce McPherson
Santa Cruz Metropolitan Transit District Dene Bustichi
Santa Cruz Metropolitan Transit District Ron Graves
Santa Cruz Metropolitan Transit District Lynn Robinson

The majority of the Commission constitutes a quorum for the transaction of business.

Article 8 Transportation Development Act Claims – only City and County representatives vote
Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote
1. Introductions

2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

3. 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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

No consent items

**REGULAR AGENDA**

4. Draft 2014 Regional Transportation Improvement Program - Preliminary Staff Recommendations  
   *(Rachel Moriconi, Senior Transportation Planner)*
   
   a. Staff report  
   b. Applications received and preliminary staff recommendations  
   c. Caltrans list of highway needs for STIP

5. Review of items to be discussed in closed session

**CLOSED SESSION**

6. Conference with legal counsel—anticipated litigation. Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 for one potential case

**OPEN SESSION**

7. Report on closed session
8. Next meetings

The next SCCRTC meeting is scheduled for Thursday, December 5, 2013 at 9:00 a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop is scheduled for Thursday, December 19, 2013 at 9:00 am at the SCCRTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215

Watsonville Office
275 Main Street, Suite 450, Watsonville, CA 95076
(831) 768-8012
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Agenda packets: Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:

- Aptos Library
- Branciforte Library
- Santa Cruz Downtown Library
- Garfield Park Library
- Live Oak Library
- Watsonville Main Library
- Boulder Creek Library
- Capitola Library
- Felton Library
- La Selva Beach Library
- Scotts Valley Library

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HOW TO REQUEST

❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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TO: RTC Transportation Policy Workshop
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Draft 2014 Regional Transportation Improvement Program - Preliminary Staff Recommendations

RECOMMENDATION:

Staff recommends that the RTC review and provide input on preliminary staff recommendations for the 2014 Regional Transportation Improvement Program (RTIP) (Attachment 1).

BACKGROUND

The Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. These include the region’s shares of State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds, as well as funds previously approved for the Monterey Bay Sanctuary Scenic Trail Network (MBSST). STIP and RSTP funds can be used on a variety of projects, as outlined in the federal transportation act and California Transportation Commission’s (CTC) STIP Guidelines. These include: highway, local street and road, transit and paratransit capital, bicycle, pedestrian, carpool, safety, and bridge projects. The RTC programs funds and monitors approved projects through its Regional Transportation Improvement Program (RTIP). For STIP funds, projects selected by the RTC are subject to approval by the California Transportation Commission (CTC). The CTC also decides in which year the STIP funds are programmed, after considering proposals submitted by agencies statewide.

For the 2014 RTIP, approximately $5.9 million in new STIP is available through Fiscal Year 2018/19 and $3.45 million in FY14 RSTP is available. Additionally, the RTC has issued a call for projects for $5.3 million in funds previously designated for the Monterey Bay Sanctuary Scenic Trail Network (MBSST). Available STIP and RSTP funds are slightly higher than amounts originally anticipated when the RTC issued the call for projects on September 5, 2013. This is due to corrections made by Caltran’s Budgets division to the STIP Fund Estimate in October and modifications to state and federal estimates for RSTP, which include cost savings on an old RSTP project.

DISCUSSION

Applications for the region’s targeted share of State Transportation Improvement Program (STIP), Regional Surface Transportation Program (RSTP), and Monterey Bay Sanctuary Scenic Trail Network (MBSST) funds were due October 29, 2013. Attachment
reflects the projects submitted by project sponsors and preliminary staff recommendations. Project applications will be posted on the RTC website http://www.sccrtc.org/funding-planning/project-funding/.

Project Evaluation

Given the large backlog of transportation needs in the region and the very limited amount of funding available for transportation projects, it is important to ensure that funds are used cost effectively to improve the region’s transportation system. Congress, the State Legislature, and the CTC increasingly require state agencies, federal agencies, and regions to set performance measures and criteria to evaluate projects and determine funding priorities. While specific criteria are still under development at the state and federal level, regions are required to indicate how the RTIP is consistent with the goals established in the Regional Transportation Plan (RTP).

Therefore, several factors were considered when evaluating projects, including consideration of how projects address the goals, policies, and targets developed by the RTC for the Regional Transportation Plan (RTP) update, as well as California Transportation Commission (CTC) and federal guidelines. These include an evaluation of the following factors:

1. Number of people served
2. Safety (reduce collisions)
3. Access for all modes, especially to and within key destinations (increase travel options, reduce number or distance of trips)
4. Air pollution, greenhouse gas emissions and fuel consumption
5. Change in vehicle miles traveled
6. Change in reliability, frequency, and efficiency of transit
7. Change in travel time reliability and efficiency of the transportation system
8. Preservation of existing infrastructure or services
9. Change in passenger, freight and goods miles carried
10. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
11. If projects are shown as “constrained” on the draft RTP Project List, approved by the RTC August 15, 2013, which will implement the Sustainable Communities Strategy (SCS) currently under development by AMBAG.
12. Consistency with the Complete Streets Guidelines, approved by the RTC September 5, 2013.
13. Deliverability (if there are barriers to the schedule)
14. Funding (if all other funding is secured and amount of match). Notably, the CTC will not allow partially funded phases of projects to be included in the STIP.
15. Where applicable - Consistency with the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan

Unmet Highway Needs

As discussed at prior meetings, the California Transportation Commission (CTC) has indicated its intent to focus on proposals for STIP funds that meet highway needs identified by Caltrans. Regions that do not propose improvements to those facilities identified by Caltrans are required to include in its RTIP a comparison of the projects in
its RTIP and the needs identified by Caltrans, including a discussion of the differences. The list of highway needs Caltrans District 5 identified and submitted to the CTC is included as Attachment 2. **Caltrans has requested that the RTC consider the needs shown on the list when developing the 2014 RTIP.** Caltrans identified the Highway 1 41st Avenue to Soquel Drive Auxiliary Lanes project as the highest priority for funding in the 2014 STIP. Since the region’s share of 2014 STIP funds is insufficient to fully fund the project, **the RTC would need to reserve funds from this and future STIP cycles to fully fund construction by 2022.** As such, **staff recommends that the RTC reserve some of the region’s STIP funds for future programming to the construction phase of this auxiliary lane project.** In the 2012 RTIP/STIP, the RTC programmed $4 million of the region’s share of STIP funds to the design and right-of-way phases of the project, as well as RSTP funds to Tier 2 of the Highway 1 Corridor/HOV project environmental document.

Staff suggested that the Highway 1/9 intersection and Highway 1 San Lorenzo River Bridge projects be included on the Caltrans’ list of needs submitted to the CTC; however, Caltrans did not include them because Caltrans considers the Highway 1 auxiliary lanes, which serve interregional travel, as a higher priority. The City of Santa Cruz has submitted applications to the RTC for $500,000 for each of these two projects. While these local lead projects were not included on the Caltrans’ list submitted to the CTC, given the high level of regional travel through these locations, staff recommends that the RTC approve funds for the Highway 1/9 intersection, given the City of Santa Cruz’s commitment to fund the balance of the project with local funds. Staff does not recommend funding for the bridge project at this time due to the over $12 million funding shortfall and prioritization in comparison to other state highway needs.

It is possible that if the RTC should submit to the CTC an RTIP seeking STIP funds for local road projects, the CTC could reject the region’s RTIP. The instances in which the CTC has voted to program STIP funds to local road rehabilitation projects are rare. Should the CTC reject the RTC’s proposals for STIP funds, then the region’s share of STIP funds may not be available until the later years of the 2016 STIP (FY19/20-FY20/21). Nevertheless, given the large backlog of diverse needs and RTP goals to maintain the existing transportation system, staff recommends seeking some of the region’s share of STIP for local road projects.

**MBSST Network**

With completion of the MBSST Master Plan the RTC is now considering specific sections of the trail network to fund with up to $5.3 million. These funds include up to $332,000 in RSTP (approved for the project in 2000), $1.8 million in STIP funds (approved in 2004 and 2006), and up to $3.49 million in federal earmarks and appropriations (secured by Congressman Farr since 2004). $300,000 of the earmark and RSTP funds (above $5.3M) are being reserved for completion of the Master Plan and EIR planning process, administration of the next steps, and any additional unforeseen consultants costs or fees.
RTC staff appreciates the extensive review of the trail network that has been undertaken by local jurisdictions and community members in identifying candidates for available funds. As noted during adoption of the Master Plan, the document provides a “30,000 foot” level analysis of the trail network. As trail components move forward and more site specific analysis is done, the design, alignment, cost, and other factors may vary from those identified in the Master Plan. Staff conducted site visits to the segments proposed for funding in this cycle and evaluated proposals based on consistency with the Master Plan and how well they advance goals identified for the 2014 Regional Transportation Plan (RTP). **Preliminary staff recommendations for programming the $5.3 million are shown in Attachment 1.**

Alternately, the RTC could decide to program less than $5.3 million at this time and hold the balance in reserve. The RTC could also direct staff to work with local jurisdictions and stakeholders to identify different sections of trail to prioritize for funds, and then request local jurisdictions implement those sections instead or direct staff to take the lead on implementation of certain segments.

As a condition of funding, any projects approved for funds designated for the MBSST should be designed and implemented in a manner consistent with the Master Plan, Program Environmental Impact Report (EIR), and Mitigation Monitoring and Reporting Program (MMRP) to the extent possible. This includes incorporation of design standards, bicycle committee review of design, accommodation for fiber optics, and establishment of an agreement between RTC and local jurisdictions regarding maintenance roles. Staff will be working with local jurisdictions over the coming months to outline these requirements.

RTC and local jurisdiction staff will also be pursuing funds from the CTC’s new Active Transportation Program, Coastal Conservancy, and other public and private grant opportunities over the next several months. If additional funds are secured in 2014, the “color of funds” designated for specific projects could be modified and additional projects or sections of projects could be funded.

**Recommendations**

**Staff recommends that the RTC provide input on preliminary staff recommendations for approximately $5.9 million in State Transportation Improvement Program (STIP) funds, $3.5 million in Regional Surface Transportation Program (RSTP) funds, and $5.3 million in funds designated for the Monterey Bay Sanctuary Scenic Trail Network (MBSST) (Attachment 1).** The RTC has the option to keep some of the funds in reserve to address future funding needs for larger projects.

**Next Steps**

All RTC advisory committees are concurrently reviewing proposals for STIP, RSTP, and MBSST funds at their November 2013 meetings. Committee recommendations and final staff recommendations will be presented at the December 5, 2013 RTC meeting. The RTC will select projects to receive STIP and RSTP funds and adopt the 2014 Regional
Transportation Improvement Program (RTIP) following a public hearing at the December 5 Commission meeting. The RTC’s proposal for STIP funds is due to the California Transportation Commission (CTC) December 15.

SUMMARY

Every other year the RTC prepares a Regional Transportation Improvement Program (RTIP) which proposes projects to receive various state and federal funds. For the 2014 RTIP, approximately $5.9 million in new STIP funds are available for programming to projects in Santa Cruz County through FY18/19. The RTC will also consider regional projects to receive up to $3.45 million in FY13/14 Regional Surface Transportation Program (RSTP) funds. Staff is seeking input from advisory committees and the RTC on projects proposed to receive these funds this month. A public hearing is scheduled for December 5, 2013 to take final actions to select projects and program the funds.

Attachments:

1: Applications Received and Preliminary Staff Recommendations
2: Caltrans List of Highway Needs for STIP
<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Name</th>
<th>Description</th>
<th>Total Cost</th>
<th>Funds Requested</th>
<th>Preliminary Staff Recommendation</th>
<th>Summary of Benefits</th>
<th>RTC Staff Comments</th>
<th>Sponsor Priority #</th>
<th>Estimated Use</th>
<th>CON schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans/SCCRTA</td>
<td>Hwy 1 Soquel-41st Aux lanes and Chanticleer Bike/Ped Bridge: Construction Reserve*</td>
<td>Add aux lanes and bike/ped bridge - Reserve for future programming</td>
<td>CON=$23M; Total $27M</td>
<td>$4,000,000</td>
<td>$2,000,000</td>
<td>Reduce delay and collisions. Improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials; increased travel times and delay; auxiliary lanes from 41st Avenue to Soquel Drive, including a bike/pedestrian crossing at Chanticleer, as the most beneficial change that can be made to Highway 1, in the absence of HOV lanes.</td>
<td>CT ranked #1</td>
<td>100,000 travelers/day</td>
<td>2020</td>
<td></td>
</tr>
<tr>
<td>Caltrans/SCCRTA</td>
<td>Hwy 1 Corridor/HOV and Soquel-41st Aux Tiered Environmental Document</td>
<td>Fund for the Tier 1 (HDV) program-level and Tier 2 Soquel-41st Ave Aux Lanes environmental document. Additional funds need to update technical studies (flora/fauna/wetlands) &amp; public outreach.</td>
<td>Enviro: $13.3M; $600M total project</td>
<td>$500,000</td>
<td>$500,000</td>
<td>Analysis of options, impacts and benefits of modifying Highway 1 corridor. Reduce delay and congestion; improve travel times - especially for transit, carpools; improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.</td>
<td>CTC does not allow supplemental STIP for local lead projects, so RSP would be needed</td>
<td>na</td>
<td>Over 100,000 travelers/day</td>
<td>TBD</td>
</tr>
<tr>
<td>City of Santa Cruz</td>
<td>State Routes 1/9 Intersection Improvements</td>
<td>Intersection modifications including new turn lanes, bike lanes/shoulders.</td>
<td>$6,200,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>Improve access and safety, reduce congestion and bottleneck, energy use and emissions. Heavily traveled, provides access for the university, Santa Cruz west side, Harvey West Area and Downtown.</td>
<td>Regionally significant. 3rd priority for City of SC.</td>
<td>3 of 5</td>
<td>Over 72,000 vehicles/day</td>
<td>2015-16</td>
</tr>
<tr>
<td>Caltrans/City of Santa Cruz</td>
<td>Highway 1 San Lorenzo River Bridge Widening: Environmental only</td>
<td>Widen bridge to add travel lanes.</td>
<td>$15,800,000</td>
<td>$500,000</td>
<td>$0</td>
<td>Address potential flooding and bottleneck created by inadequate lanes limits access to the Harvey West area, Downtown, the University and west side of Santa Cruz. Improve transportation reliability, safety, capacity and reduce flooding of the Tannery Art Center and Gateway Plaza. Reduce congestion, energy use and GHG emissions.</td>
<td>Large unfunded cost. Suggest City seek HBIP or SHOFF for all phases, though not currently CT priority</td>
<td>4 of 5</td>
<td>85,000/day</td>
<td>2018</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>Freeway Service Patrol: Highway 1 (5 years of funding)</td>
<td>Peak period tow trucks dedicated to patrolling Highway and assisting disabled motorists, removing incidents with CHP, and clearing obstacles impeding traffic flow.</td>
<td>$488,276</td>
<td>$366,207</td>
<td>$300,000</td>
<td>Reduce non-recurrent congestion, which is estimated to cause 30-50% of congestion; reduce emissions caused by idling; improve safety by reducing likelihood of secondary collisions; reduce delay.</td>
<td>Serves peak period travelers on Hwy 1; high cost/effectiveness rating</td>
<td>na</td>
<td>85K-100K/day; 3 motorist directly served/day</td>
<td>ongoing</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>Planning, Programming &amp; Monitoring (PPM) (5 years of funding)</td>
<td>RTC tasks required to meet state and federally mandated planning and programming requirements, monitoring of programmed projects.</td>
<td>$479,000</td>
<td>$479,000</td>
<td>$475,000</td>
<td>Ensure that state and federal requirements are met for projects as funding is secured and not lost and delays due to funding are avoided.</td>
<td>Based on STIP limits. Needed to implement state and federal mandates.</td>
<td>na</td>
<td>Countywide</td>
<td>ongoing</td>
</tr>
<tr>
<td>Santa Cruz METRO</td>
<td>Mainline Routes Runtime Recalibration</td>
<td>Data collection, analysis and recalibration of route runtimes to improve reliability of arrival and departure timepoints/schedule for major routes (69, 71, 91).</td>
<td>$33,750</td>
<td>$31,545</td>
<td>$30,000</td>
<td>Recalibrate mainline transit routes to improve on-time performance. Improve schedule accuracy, improve system reliability, quality of service to retain and increase ridership, reduce VMT/GHG.</td>
<td>Serves major travel routes along Hwy 1 Corridor/parallel roads</td>
<td>2 of 2</td>
<td>5300 riders/day</td>
<td>2/14-8/14</td>
</tr>
<tr>
<td>Santa Cruz METRO</td>
<td>ParaCruz Van Replacement</td>
<td>4 replacement vehicles for ADA Complementary Paratransit Service. (2 light-duty CNS vans &amp; 2 medium-duty gas fueled paratransit buses)</td>
<td>$451,000</td>
<td>$449,000</td>
<td>$350,000</td>
<td>Maintain mandatory ADA Complementary Paratransit system in a state of good repair. Maintain public transit accessibility without the excessive costs required to maintain obsolete equipment. More advanced technology on new vehicles reduces fuel consumption and emissions. Allows the potential for more combined trips which could lower total VMT in the paratransit system.</td>
<td>Most federal grants now formula based, leaves few options for funding vehicle replacements.</td>
<td>1 of 2</td>
<td>10-22/day per vehicle</td>
<td>8/14-3/15</td>
</tr>
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<td>Ecology Action Watsonville</td>
<td>South County Youth Bike Safety Training</td>
<td>School-based youth bicycle safety training at 8 PV/USD elementary and middle schools. Includes in classroom and on-the-bike training.</td>
<td>$35,000</td>
<td>$30,000</td>
<td>$30,000</td>
<td>Safety: reduce fatalities and severe injuries; Congestion Reduction; Environmental Sustainability: enhances the performance of the transportation system while protecting the environment.</td>
<td>Targets area with high bike/ped incidents involving students.</td>
<td>2 of 3</td>
<td>Watts</td>
<td>3/14-11/15</td>
</tr>
<tr>
<td>City of Capitola</td>
<td>Bay Avenue/Capitola Avenue Roundabout Intersection Modification</td>
<td>Construct a roundabout. A highly skewed geometry at this intersection results in lengthy queuing and increased vehicle/pedestrian conflicts.</td>
<td>$700,000</td>
<td>$250,000</td>
<td>$90,000</td>
<td>Intersection operates at an adverse LOS and queuing length during the PM peak hour. Roundabout would improve the intersection LOS and queuing to LOS C or better. Simplifies intersection and improves accessibility for pedestrians and bicyclists through reduced conflicts and vehicle speeds.</td>
<td>Consider funding design phase only at this time.</td>
<td>2 of 2</td>
<td>8500 ADT</td>
<td>9/15-3/16</td>
</tr>
<tr>
<td>City of Capitola</td>
<td>Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development</td>
<td>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 along the rail corridor/Park Ave.</td>
<td>$300,000</td>
<td>$250,000</td>
<td>$200,000</td>
<td>Currently no pedestrian facility between City Hall/Pacific Cove parking lot and Monterey Ave. Fills gap in pedestrian network. Remove vehicle/ped conflict; improve Metro bus stop and provide pedestrian park.</td>
<td>As project is not consistent with the Trail Master Plan (proposal is for 4’ sidewalk/path on northside of rail line, that only connects to rail line in one spot and does not include space for bicycles), staff recommends funding with non-MBSSF funds.</td>
<td>1 of 2</td>
<td></td>
<td>3/15-6/15</td>
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<tr>
<td>City of Santa Cruz</td>
<td>Branciforte Creek Bike/Ped Bridge</td>
<td>Build bridge to connect San Lorenzo Park Multi-use trail and levee trail near Soquel Dr.</td>
<td>$2,741,000</td>
<td>$400,000</td>
<td>0</td>
<td>Improve bike and pedestrian commute and recreational connections by completing one of the last missing links on the SLR levee trail system. Connects existing paths and bicycle lanes.</td>
<td>Priority 5 of 5 for City of SC.</td>
<td>5 of 5</td>
<td>2000/day</td>
<td>2015</td>
</tr>
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<td>City of Santa Cruz</td>
<td>Broadway-Brommer/ Arana Gulch Path</td>
<td>Multi-use accessible trail through Arana Gulch, including 340 ft. stress ribbon bridge over Hagemann Gulch and viaduct over Arana Creek. Includes habitat management requirements, interpretive panels and other amenities.</td>
<td>$6,122,000</td>
<td>$300,000</td>
<td>$150,000</td>
<td>Provide an east-west connection between Live Oak and City of Santa Cruz. Safety; reduce VMT, increase walking and biking.</td>
<td>Highest priority for City of Santa Cruz, long standing RTC commitment to project. CTC unlikely to support supplemental vote-only RSTP option.</td>
<td>1 of 5</td>
<td>3000/day</td>
<td>9/13-11/14</td>
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<tr>
<td>City of Santa Cruz</td>
<td>Ocean St Pavement Rehabilitation (Water to Hwy 17/Plymouth) &amp; Felker St (Ocean St/R Bike/Ped Bridge)</td>
<td>Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.</td>
<td>$1,000,000</td>
<td>$500,000</td>
<td>$400,000</td>
<td>System preservation. PCI 52 (Ocean) and 7 (Felker). Serves transit, bikes, peds, employment, commercial, visitors.</td>
<td>Heavily used roadway, access to county facilities.</td>
<td>2 of 5</td>
<td>35,000</td>
<td>fall 2014</td>
</tr>
<tr>
<td>City of Scotts Valley</td>
<td>Mt. Hermon Rd./Scotts Valley Dr./Whispering Pines Dr. Intersection Operations Improvement Project</td>
<td>Add a left turn lane from northbound Mt. Hermon Rd. to eastbound Whispering Pines Dr, modify existing signal, construct curb, gutter, sidewalk and curb ramps, modify striping and pavement markings, and resynchronize intersection timing.</td>
<td>$434,000</td>
<td>$392,000</td>
<td>$300,000</td>
<td>Major interaction serving commercial, residential, school and regional travel through SLV; heavy truck traffic; bus routes. With project the intersection would operate at acceptable levels; reduce delay/travel times and idling; reduce rear-end and broadside collisions.</td>
<td>While priority 2 for SV, high ADT and serves regional traffic. Consider funding if SV can provide increased match.</td>
<td>2 of 2</td>
<td>MHR: 33,000 VPD and SVO: 16,500 VPD</td>
<td>5/15-9/15</td>
</tr>
<tr>
<td>City of Scotts Valley</td>
<td>Bean Creek Road Rehabilitation, City/County limit to Bluebonnet Lane</td>
<td>Stabilization, rehabilitation and overlay of failing portions of Bean Creek Road as well as overlay or slurry seal of remaining portions from Bluebonnet Lane, 6 miles to the City/County boundary line.</td>
<td>$222,000</td>
<td>$200,000</td>
<td>0</td>
<td>System preservation. PCI &lt;30. Current condition discourages use by cyclists as well as pedestrians.</td>
<td>Low ADT</td>
<td>1 of 2</td>
<td>2000</td>
<td>3/15-6/15</td>
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<tr>
<td>City of Watsonville</td>
<td>Airport Boulevard Improvements</td>
<td>1200 feet east of Westgate Drive/Larkin Valley Road to east of Hanger Way</td>
<td>$1,500,000</td>
<td>$1,450,000</td>
<td>$1,200,000</td>
<td>Major transportation corridor. Improve safety by creating a high-visibility crosswalk; system preservation; fill gaps in sidewalk network; improve access for the disabled with curb ramps and increase access to bus facilities; reduce pedestrian crossing distance; add pedestrian signal heads, pedestrian-actuated traffic signals and audible countdown pedestrian signal heads.</td>
<td>Incorporates complete streets components. High ADT.</td>
<td>1 of 3</td>
<td>ADT 18,000</td>
<td>6/15-10/15</td>
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<tr>
<td>Agency</td>
<td>Project Name</td>
<td>Description</td>
<td>Total Cost</td>
<td>Funds Requested</td>
<td>Preliminary Staff Recommendations</td>
<td>Summary of Benefits</td>
<td>RTC Staff Comments</td>
<td>Sponsor Priority #</td>
<td>Estimated Use</td>
<td>CON schedule</td>
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<tr>
<td>City of Watsonville</td>
<td>Sidewalk infill Harkins Slough Road and Main Street</td>
<td>Harkins Slough Road (east of Ohlone Parkway) and Main Street</td>
<td>$200,000</td>
<td>$144,000</td>
<td>$120,000</td>
<td>Fills gap in sidewalk network; provide access to High School, transit, employment centers, commercial; safety</td>
<td>Fills important gaps on major roadways</td>
<td>3 of 3 Ped use unknown; ADT: 9,300 Harkins Slough Rd., 32,000 Main St</td>
<td>9/15-10/15</td>
<td></td>
</tr>
<tr>
<td>County of SC</td>
<td>Bear Creek Rd Chip Seal (PA 4.75-PM 7.0)</td>
<td>Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$483,616</td>
<td>$738,000</td>
<td>$432,000</td>
<td>System preservation. PC 19-40 now, Hwy 9 to Hwy 17 connector</td>
<td>White low ADT important connection between Hwy 17 and Hwy 9/SLV</td>
<td>na ADT 4700</td>
<td>7/14-10/14</td>
<td></td>
</tr>
<tr>
<td>County of SC</td>
<td>Capitol Road Cape Seal (10th-17th Ave)</td>
<td>Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$326,443</td>
<td>$289,000</td>
<td>$289,000</td>
<td>System preservation. PC 43-62, heavily used by autos, buses, bikes, and peds; access to key destinations, connects Capitola, Live Oak, and City of SC, schools, emergency facilities</td>
<td>High ADT, bus, and bike use. Require inclusion of Complete Streets treatments.</td>
<td>na ADT 20,900</td>
<td>7/14-10/14</td>
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<tr>
<td>County of SC</td>
<td>Casserly Rd Bridge Replacement</td>
<td>Replace existing bridge in poor condition over a tributary of Green Valley Creek near Smith Rd intersection</td>
<td>$903,025</td>
<td>$507,000</td>
<td>$125,000</td>
<td>Would open up bridge to 2 lanes</td>
<td>Very low use. No funding identified to fully fund construction. Program funds for pre-construction only until full funding available for construction.</td>
<td>na 500 vpd</td>
<td>5mr 2017</td>
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<tr>
<td>County of SC</td>
<td>Empire Grade Chip Seal (150' north of Heller Dr, to 0.79 mi north of Heller)</td>
<td>Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$211,228</td>
<td>$187,000</td>
<td>$187,000</td>
<td>System preservation. PC 68; key road to Bonny Doon, plus serves transit, schools, bike use, and SLV</td>
<td>Medium ADT, system preservation</td>
<td>na ADT 10,700</td>
<td>7/14-10/14</td>
<td></td>
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<tr>
<td>County of SC</td>
<td>Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd)</td>
<td>Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$1,383,712</td>
<td>$1,225,000</td>
<td>$800,000</td>
<td>System preservation. PC 26-46, used by autos, buses, bikes, Aptos High. Connects communities of Aptos, Corralitos and Freedom</td>
<td>Medium ADT, system preservation</td>
<td>na ADT 15,700</td>
<td>7/14-10/14</td>
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<tr>
<td>County of SC</td>
<td>Mt. Herman Rd Cape Seal (Graham Hill Rd to 1000 ft north of Locatelli Ln)</td>
<td>Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$282,390</td>
<td>$250,000</td>
<td>$225,000</td>
<td>System preservation. PC 58. Serves public transit and auto, considered alt bike route</td>
<td>Key connection between Hwy 17 and SLV</td>
<td>na ADT 19,300</td>
<td>7/14-10/14</td>
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<tr>
<td>County of SC</td>
<td>Portola Dr Cape Seal (E. Cliff to 24th Ave)</td>
<td>Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$230,430</td>
<td>$204,000</td>
<td>$200,000</td>
<td>System preservation. PC 38. Serves autos, buses, bike/peds</td>
<td>Low ADT, multimodal use</td>
<td>na ADT 15,200</td>
<td>7/14-10/14</td>
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<tr>
<td>County of SC</td>
<td>Soquel-San Jose Rd Chip Seal (Redwood Ridge Rd-Miller Rd)</td>
<td>Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$161,527</td>
<td>$143,000</td>
<td>$0</td>
<td>System preservation. PC 77; used as alt to Hwy 17</td>
<td>Low ADT, PCI med</td>
<td>na ADT 4700</td>
<td>7/14-10/14</td>
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<tr>
<td>County of SC</td>
<td>Summit Rd Chip Seal (Soquel-San Jose Rd-Old SC Hwy)</td>
<td>Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.</td>
<td>$516,209</td>
<td>$457,000</td>
<td>$450,000</td>
<td>System preservation. PCI 54-60; used as alternative to Hwy 17/Hwy 1</td>
<td>Low ADT</td>
<td>na ADT 7600</td>
<td>7/14-10/14</td>
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<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$14,541,752</td>
<td>$9,353,000</td>
<td><strong>$4,185,000</strong></td>
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</table>

**Monterey Bay Sanctuary Scenic Trail Network (MBSST) Funds ($5.3M available)**

28 Santa Cruz
- Segment 7 - Natural Bridges to Pacific Ave
  - 2.4 miles of Segment 7 (excluding Moore Creek rail trestle bridge and trail to Natural Bridges Drive).
  - One water crossing at Neary Lagoon (not a bridge), one rail crossing near Ranken Road and two at the Neary Lagoon "Y". Retaining structures adjacent to the Wastewater Treatment Facility and fifteen street crossings.
  - $5,300,000 | $4,240,000 | $3,500,000 | Highest rated segment in the MBSST Master Plan. High use anticipated/dense area, directly serves employment, recreational, commercial/services, and residences; safer alternative to Mission St which does not have bicycle facilities; connects to newly revamped Mission St Extension bikeway and Wilder trails and beach area.
  - Consistent with Master Plan. Anticipated high use; provides alternative to Mission St/Highway 1 where several auto/bike and auto/pedestrian collisions have occurred. Recommendation: Provide funds for Phase 1 (Natural Bridges to Bay/Cambria).
  - na 1500 bikes and ped/day | 9/16-9/17 |

29 County
- Twin Lakes Beachfront (5th Ave to 7th Ave)
  - Segment 5B of MBSST. Partial reconstruction of E. Cliff Dr (5th Ave-7th Ave) - part of larger Twin Lakes Beachfront project. Includes two 12' car lanes, two 5' bike lanes, universal pedestrian walkways, circular stop sign controlled three-way interaction at lower harbor entrance, 3'AC over 9'AB spur seal.
  - $5,900,000 | $200,000 | $200,000 | Bikes and peds currently walking/riding in road/no separated facility on coast side; provides immediate coastal access.
  - Identified as part of the MBSST Coastal Trail on-street facilities. While the County did not propose this project for MBSST funds, staff recommends that the RTC consider funding bike/ped portions from MBSST funds, ask County to fund road rehab and other funds designated for $5.9M project.
  - na 7700 vehicles, bike/ped unknown | 8/14-10/15 |
<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Name</th>
<th>Description</th>
<th>Total Cost</th>
<th>Funds Requested</th>
<th>Preliminary Staff Recommendation</th>
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<th>Sponsor Priority #</th>
<th>Estimated Use</th>
<th>CON schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 County</td>
<td>Rail Trail: 7th Ave to El Dorado Ave (RL Env, ROW)</td>
<td>Pre-construction for 8 ft trail, 4.5 ft fencing, widening coastal side of right-of-way, extensive grading/cut/benching; a 250 foot bridge; requires ROW from some property owners, including State Parks. Part of Segment 9 of MBSST Master Plan, connects to proposed El Dorado-17th Ave segment. Total cost: $7.5 M, only pre-construction costs shown.</td>
<td>$7,500,000</td>
<td>$1,575,000</td>
<td>$0</td>
<td>Serves parks, residences, access to middle school and swim center; reduce potential conflicts between motorists/bikes on Brommer St; increase walking/biking</td>
<td>Inconsistent with Master Plan, proposes 8’ rather than 12’ trail. Funds pre-construction only. Proposed design is not consistent with the Trail Master Plan: 8’ rather than 12’ path. Unclear how balance of project ($7.5M) would be funded.</td>
<td>na</td>
<td>200/day</td>
<td>5/15-10/15</td>
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<tr>
<td>30 County</td>
<td>Rail Trail: El Dorado Ave to 17th Ave</td>
<td>8 foot wide trail; includes 4.5 ft fence, retaining walls, lighting/and pedestrian RR crossing. Part of Segment 9 in MBSST Master Plan.</td>
<td>$1,135,000</td>
<td>$999,220</td>
<td>$0</td>
<td>Serves parks, residences, access to middle school and swim center; reduce potential conflicts between motorists/bikes on Brommer St and within driveway to Simpkins; increase walking/biking</td>
<td>Inconsistent with Master Plan, proposes 8’ rather than 12’ path. Proposed facility immediately adjacent to existing bicycle and pedestrian facilities, fills a less critical gap in the bike/ped network.</td>
<td>na</td>
<td>100/day</td>
<td>5/15-10/15</td>
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<tr>
<td>30 Watsonville</td>
<td>Rail Trail: Lee Road, 4000 feet east to City Slough Trail connection</td>
<td>Construction of 4000-foot long pathway parallel to the railroad tracks; eight foot width asphalt (tma) and two-foot base rock shoulders on each side. A 500 foot long retaining wall up to three foot tall with fence will be needed near Lee Road. A four foot by six foot railroad building at the Ohlone Parkway will need to be relocated. A drainage structure east of Ohlone Parkway will need 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.</td>
<td>$1,300,000</td>
<td>$1,040,000</td>
<td>$1,000,000</td>
<td>Reduce VMT by increasing biking and walking; improve connectivity to City trail network, reduce disparities in safety and access for transportation disadvantaged; increase economic benefits from birdwatchers</td>
<td>Consistent with the Master Plan. Condition: Require City/Land Trust/County to secure funds for connections on Lee Road, over Slough to connect to Pajaro Valley HS prior to release (allocation) of construction funds.</td>
<td>1 of 2</td>
<td>unknown</td>
<td>7/15-10/15</td>
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<tr>
<td>30 Watsonville</td>
<td>Rail Trail Construction – Walker St</td>
<td>Construct 2400 foot long trail on Rail Trail segment 8’ from the connection at existing slough trails east to Walker Street.</td>
<td>$750,000</td>
<td>$600,000</td>
<td>$600,000</td>
<td>Reduce VMT by increasing biking and walking; improve connectivity to downtown; City trail network, reduce disparities in safety and access for transportation disadvantaged; increase economic benefits from birdwatchers</td>
<td>Consistent with Master Plan. Immediate access to downtown/major activity centers, close to Metro center and Elementary School; direct connection/link to existing Slough Trail network.</td>
<td>2 of 2</td>
<td>unknown</td>
<td>7/15-10/15</td>
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</table>

Subtotal - MBSST $21,885,000 $8,654,220 $5,300,000
TOTAL ALL FUNDS $23,195,972 $14,653,000
## District 5 District System Management Plan (DSMP) Project List

<table>
<thead>
<tr>
<th>STIP Cycle</th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Cnty_Route _Beg. PM</th>
<th>End PM</th>
<th>Location</th>
<th>Project Description</th>
<th>Mode</th>
<th>CTC Project Category</th>
<th>Tier</th>
<th>Est. Total Cost ($1000)</th>
<th>Proposed Completion Year</th>
<th>PID Completion Date</th>
<th>Lead Agency</th>
<th>Source Document</th>
<th>Unconst.</th>
<th>RTP</th>
<th>Project ID</th>
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<td>SCR</td>
<td>1</td>
<td>SCR_1_13.620</td>
<td>14.864</td>
<td>SR 1 from 41st Ave to Soquel Ave</td>
<td>Operational improvements: new aux lanes; modify interchange; new PED/Bike Crossing (Chanticleer)</td>
<td>Highway</td>
<td>System Management</td>
<td>I</td>
<td>$27,000</td>
<td>Short</td>
<td>4/7/2006</td>
<td>SCCRTC</td>
<td>SR 1 TCR 2006, SCCRTC RTP 2010</td>
<td>N/A</td>
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<td>RTC 24f</td>
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<td>S</td>
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<td>SR 1 from State Park Dr to Park Ave</td>
<td>Operational improvements: new aux lanes; modify interchange</td>
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<td>2018</td>
<td>S</td>
<td>SCR</td>
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<td>SCR_1_12.088</td>
<td>13.129</td>
<td>SR 1 from Park Ave to Bay/Porter</td>
<td>Operational improvements: new aux lanes; modify interchange</td>
<td>Highway</td>
<td>System Management</td>
<td>I</td>
<td>$30,000</td>
<td>Long</td>
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<td>SR 1 at Morrissey Blvd</td>
<td>Bicycle/Pedestrian improvements; Operational improvements: new overcrossings; modify interchange</td>
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<td>SCR_1_7.672</td>
<td>15.822</td>
<td>SR 1 from Larkin Val Rd to Morrissey Blvd</td>
<td>Add Capacity: new HOV lane; modify interchange</td>
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<td>System Expansion</td>
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<td>SR 9 from Laurel Dr to San Lorenzo Way</td>
<td>Operational improvements: new bike/ped facilities (HWY 9/San Lorenzo Valley Trail)</td>
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<td>System Management</td>
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<td>SCR_1_15.881</td>
<td>15.881</td>
<td>SR 1 at Morrissey Blvd</td>
<td>Bicycle/Pedestrian improvements: Install class I bicycle facility on overpass</td>
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<td>System Management</td>
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<td>SR 1 Mission at Bay Street</td>
<td>Operational improvements: signalization, modify intersection</td>
<td>Highway</td>
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