



**Santa Cruz County Regional
Transportation Commission's**

BICYCLE COMMITTEE

AGENDA

Monday, November 18, 2013

6:00 pm to 8:30 pm

Note Special Date and Earlier Start Time

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

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

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Accept final minutes of the September 23, 2013 Bicycle Committee meeting (pages 3-5)
7. Approve draft minutes of the October 21, 2013 Bicycle Committee meeting (pages 6-8)
8. Accept summary of Bicycle Hazard Reports (page 9)
9. Accept resignation correspondence from Bicycle Committee District 2 alternate Eric Horton (page 10)

10. Accept follow-up email to Caltrans regarding bicycle improvement needs on Caltrans right-of-way that were addressed at the Sept 23rd, 2013 meeting and further discussed at the October 21, 2013 meeting (page 11)
11. Accept follow-up information from Committee member Rick Hyman on Caltrans' Complete Streets policies discussed at a previous meeting (page 12)

REGULAR AGENDA

12. Preliminary staff recommendations for the Draft *2014 Regional Transportation Improvement Program*, including funding recommendations for State Transportation Improvement Program, Regional Surface Transportation Program and Monterey Bay Sanctuary Scenic Trail Network – Presentation from Rachel Moriconi, RTC Senior Transportation Planner (pages 13- 22)
13. Consider Santa Cruz METRO's Pacific Station redesign plans and provide input (also included are excerpts from the Elderly & Disabled Transportation Advisory Committee meeting) - (pages 23-24)
14. Member updates related to Committee functions
15. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, December 9th, 2013 from the special time of 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org*

AGENDAS ONLINE:

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

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Santa Cruz County Regional
Transportation Commission's

BICYCLE COMMITTEE

Minutes - Final

Monday, September 23, 2013

6:00 p.m.

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

1. Call to Order
2. Introductions

Members Present:

Kem Akol, District 1
David Casterson, District 2, Chair
Amelia Conlen, District 4
Bill Fieberling, City of Santa Cruz
Andy Ward, City of Capitola, Vice-Chair
Lex Rau, City of Scotts Valley
Rob Straka, Ecology Action/Bike to Work
Jim Langley, CTSC (Alt.)
Leo Jed, CTSC
Will Menchine, District 3 (Alt.)

Staff:

Cory Caletti, Senior Transportation Planner
Luis Mendez, Deputy Director

Vacancies:

District 4 – Alternate
District 5 – Alternate
City of Watsonville – Alternate

Unexcused Absences:

Peter Scott, District 3

Excused Absences:

Eric Horton, District 2 (Alt.)
Holly Tyler, District 1 (Alt.)
Gary Milburn, City of Scotts Valley (Alt.)
Piet Canin, Ecology Action/Bike-to-Work (Alt.)
Daniel Kostelec, City of Capitola (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Myrna Sherman, City of Watsonville
Rick Hyman, District 5

Guests:

Steve All, Executor and Beneficiary of the Public Trust
Doug Hessing, Caltrans Project Manager
Paul McClintic, Caltrans Traffic
Scott Morris, Caltrans Traffic
Matt Fowler, Caltrans Environmental
Jim Espinosa, Caltrans Design
Jean Brocklebank, resident
Michael Lewis, resident

3. Announcements – Cory Caletti made the following announcements:

- Open Streets event will be happening on West Cliff Drive on Sunday, October 13th; volunteers are still needed; there will be an RTC booth. The RTC will be providing funding for two similar events next year to be held in the Cities of Watsonville and Capitola.

- The RTC issued a “call for projects” for up to \$5.5 million in projected FY17/18 and FY18/19 State Transportation Improvement Program (STIP) funds, \$2.5 million in projected FY13/14 Regional Surface Transportation Program (RSTP) funds and approximately \$5.3 million in federal earmarks and STIP funds to the Monterey Bay Sanctuary Scenic Trail Network projects.
 - The Monterey Bay Sanctuary Scenic Trail Network Master Plan and Final Environmental Impact Report will be released in October; adoption and certification will be considered by the RTC in November. The Bike Committee will receive a presentation on the Master Plan at the October 21st meeting.
 - Governor Jerry Brown signed the “Three Feet for Safety Act” into law mandating that drivers provide cyclists with a three-foot berth when passing. The law will take effect in Sept, 2014.
4. Oral communications – Chair Casterson reminded members of their duty to come prepared to meetings and to read materials supplied in each Bike Committee packet. Steve All, Executor and Beneficiary of the Public Trust, asked for a show of hands of members familiar with the CycleNet bicycle route numbering project. Jean Brocklebank, Live Oak resident, expressed concerns regarding the design for the Arana Gulch Creek multi-use trail exit on to the 7th Avenue and Brommer Street intersection. A motion was made (Akol/Ward) to agendaize the item for discussion at an upcoming meeting. The motion was approved with one vote against the motion.
 5. Additions or deletions to consent and regular agendas – Item #9 was pulled from the agenda per a request from Leo Jed and was placed as Item #10a. Cory Caletti distributed a replacement page to item #10.

CONSENT AGENDA

A motion (Ward /Fieberling) to approve the consent agenda as amended passed unanimously.

6. Approved draft minutes of the August 19, 2013 Bicycle Committee meeting
7. Accepted Bicycle Committee roster
8. Accepted summary of Bicycle Hazard Reports
9. Pulled - Accept response letter from Caltrans regarding the Bicycle Committee's request for Highway 1 shoulder and Wilder Ranch multi-use path pavement improvements and safety measures

REGULAR AGENDA

10. Centerline and outside shoulder rumble strip project in Santa Cruz County on Route 1 from Shafter Road to Swanton Road past Davenport – Cory Caletti summarized the staff report and provided background information on the project. Doug Hessing, Caltrans District 5 Project Manager, presented an alternative treatment that would be less impactful to cyclists. The alternative treatment is narrower in width, striped over the white edge line rather than into the shoulder and is shallower. Locally, the alternative treatment has been used on Highway 68 and has received favorable responses from cyclists. The alternative treatment will be applied for the first four miles in the shoulder with standard 12 inch wide strips applied in the centerline. Following discussion about the current project and the Bicycle Committee's interest in and inquiry into the possibility of adding 10-15 foot gaps in the treatment every 30-60 feet, a motion was made (Menchine/Akol) to recommend that the RTC approve the application of the alternative treatment proposed and to request that Caltrans collect bicycle count data to supplement average daily vehicle count data. The motion passed unanimously.

10a. Item #9 from Consent Agenda: In response to issues related to approaches to the narrow bridges at Waddell and Scott Creeks on Highway 1, Leo Jed requested that Caltrans install Bikes May Use Full Lane signs to inform motorists and bicyclists on how to traverse the crossings safely. Paul McClintic from Caltrans volunteered to conduct a site inspection and install the signs if the situations warrant it. Andy Ward requested the Caltrans investigate how to improve the maintenance mechanism used for the Wilder Ranch multi-use path that is causing deterioration of the asphalt surface. An issue of debris in the shoulder from the steep slope at the northern intersection of Coast Road on Highway 1 was discussed. Members also inquired into the possibility of adding transverse rumble strips across the roadway heading into Santa Cruz in order to slow motor vehicle speeds. Paul McClintic will conduct a site inspection and report back.

11. Member updates related to Committee functions:

- David Casterson updated members on their request to have the RTC add a 0.25 Full Time Equivalent transportation planner position to provide more staff support to the Bicycle Committee so that it can meet every month. The request was brought to the Budget and Administration (B&A) Committee who did not recommending that change. David Casterson reported that the B&A Committee suggested that members work on ways to add value to staff time by identifying projects they are interested in working on. He reiterated again the need for members to read packets ahead of time and come prepared for efficient meetings.
- Steve All provided a CD and summary of the CycleNet route numbering project he has developed. He indicated that the CD contains a 15 minute video presentation on the project.
- Amelia Conlen informed members that she participated in a Highway 9 field tour with various staff members from Caltrans and County Public Works, Commissioner McPherson and his staff, as well as community members to identify bicycle and pedestrian safety improvements. While many constrains exist on the narrow corridor, a few low cost measures were examined for quick implementation.
- Will Menchine mentioned that Shaffer Road improvements in the City of Santa Cruz are nearly complete and many of the Bike Committee's recommendations were incorporated.
- Lex Rau informed members that Scotts Valley Drive has been resurfaced and improvements have been made to the bicycle lane width.
- Kem Akol requested an update on the Murray Street bridge seismic retrofit project and possible connections to the Harbor that could be incorporated.

12. Adjourned: 8:50 PM

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, October 21, 2013, from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**Santa Cruz County Regional
Transportation Commission's**

BICYCLE COMMITTEE

Minutes - Draft

Monday, October 21, 2013

6:00 p.m.

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

1. Call to Order
2. Introductions

Members Present:

Kem Akol, District 1
Holly Tyler, District 1 (Alt.)
David Casterson, District 2, Chair
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Amelia Conlen, District 4
Rick Hyman, District 5
Bill Fieberling, City of Santa Cruz
Andy Ward, City of Capitola, Vice-Chair
Daniel Kostelec, City of Capitola (Alt.)
Gary Milburn, City of Scotts Valley (Alt.)
Rob Straka, Ecology Action/Bike to Work
Piet Canin, Ecology Action/Bike-to-Work (Alt)
Leo Jed, CTSC

Staff:

Cory Caletti, Senior Transportation Planner
Ginger Dykaar, Transportation Planner

Unexcused Absences:

Excused Absences:

Eric Horton, District 2 (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Myrna Sherman, City of Watsonville
Lex Rau, City of Scotts Valley
Jim Langley, CTSC (Alt.)

Guests:

Cody Meyer, AMBAG
Steve All, Executor and Beneficiary of the Public Trust
Jim Cook, resident
Bob Landry, resident
Marty Demare, public

Vacancies:

District 4 – Alternate
District 5 – Alternate
City of Watsonville – Alternate

3. Announcements – Cory Caletti announced that hard copies of the packets were mailed to members. A number of members communicated their desire to receive the mailed hard copies and all members will receive email notifications of the packet postings. A November meeting will be needed, on the third Monday of the month due to the Veteran's Day Holiday, for the Committee to review funding applications
4. Oral communications – Steve All provided an update on his CycleNet bicycle route numbering protocol project and supplied staff with a CD of the latest version to be lent out to members at their request.

5. Additions or deletions to consent and regular agendas – Leo Jed requested that items #6 and #9 be pulled. They were assigned as #11a and #11b, respectively.

CONSENT AGENDA

A motion (Fieberling/Jed) to approve the consent agenda as amended passed unanimously.

6. Pulled - Approve draft minutes of the September 23, 2013 Bicycle Committee meeting
7. Accepted Bicycle Committee roster
8. Accepted summary of Bicycle Hazard Reports
9. Pulled - Accept follow-up email from Caltrans regarding bicycle improvement needs on Caltrans right-of-way that were address at the Sept 23rd meeting

REGULAR AGENDA

10. Association of Monterey Bay Area Governments (AMBAG) Regional Bike Model Web Tool – Cody Meyer, AMBAG Planner, provided a presentation on the CycleTracks bicycle trip data collection effort. He identified the project's goal and timeframe, as well as ways to submit data via the web tool or the mobile app. Members recommended utilizing a variety of existing data sets (Strava, MapMyRide, etc) but input constraints limit the ability to integrate data from other sources. Members were asked to help provide data, solicit others to do the same, distribute promotional materials to solicit additional volunteers, and to assist with intercept surveys when those will be performed.
11. Monterey Bay Sanctuary Scenic Trail (MBSST) Network Final Master Plan – Cory Caletti, RTC Senior Transportation Planner, provided a presentation on the MBSST Network project. After some discussion and questions, a motion was made (Hyman/Scott) to recommend that the RTC adopt the plan. An amendment was made (Hyman/Ward) to recommend that the RTC adopt the plan with the following changes: 1) specify that every attempt should be made to keep the trail open 24 hours a day, not from dawn to dusk as currently suggested; 2) indicate that maintenance vehicles should yield to trail users instead of the other way around as currently proposed; 3) indicate that design and engineering plans be brought to the Bike Committee for review at the conceptual and detailed levels; 4) in the "Funding and Prioritization" section of the Plan, make better reference to the possibility of funding partial segments via an a-la-cart option; 5) include commitment that the RTC will work to ensure trail and bike/pedestrian network connectivity through way-finding and directional signage when the trail diverts onto the on-road system; and 6) add a goal stating that contiguous trail development should be encouraged in order to maximize continuous trail utilization in areas with high numbers of activity centers and population density. The motion and the amendment passed unanimously.
- 11a. Item # 6 from Consent Agenda: Approve draft minutes of the September 23, 2013 Bicycle Committee meeting – Leo Jed requested that the minutes be modified to reflect that the Highway 1 centerline rumble strip treatment will be 12 inches wide, not like the alternative treatment to be utilized on the shoulder fog line. He also requested that the minutes better reflect the Bike Committees interest in seeing 10-15 foot long gaps every 30-60 feet of rumble strip treatment used in conjunction with the alternative treatment. He also requested that the minutes reflect that the Bike Committee expressed interest in Caltrans installing transverse rumble strips across the roadway heading into the City of Santa Cruz from Davenport to slow motor vehicle speeds. A discussion followed about David Casterson's report at the last meeting on the Budget and

Administration's recommendation to not add additional staff time to reinstate monthly Bike Committee meetings as requested by the Committee. Members discussed how the Bike Committee may move forward in identifying infrastructural improvements, their role in providing technical assistance, and different approaches they could employ to add value to their service and pursue the RTC to re-instate monthly meetings. A motion (Akol/Conlen) to approve the minutes with changes as noted passed unanimously.

- 11b. Item # 9 from Consent Agenda: Accept follow-up email from Caltrans regarding bicycle improvement needs on Caltrans right-of-way that were addressed at the Sept 23rd meeting – Members discussed the follow-up email from Caltrans in regards to needed improvement on state route 1 that were identified. Leo Jed appreciated Caltrans for going out and conducting a field inspection immediately after the September meeting and providing responses. He suggested that since Caltrans can only conduct maintenance of the Wilder Ranch path twice a year, that members should report hazards via the RTC's hazard reporting program as they are observed. He also requested that staff ask Caltrans to respond with a time frame on installing Bikes May Use Full Lane signs in the locations discussed and that staff clarify with Caltrans that speed feedback signs are requested outside the City of Santa Cruz, not outside of the town of Davenport as their correspondence implies. A motion (Jed/Ward) to accept the letter passed unanimously.
12. Member updates related to Committee functions – Leo Jed asked that an item be agendaized for a future meeting to discuss current Bike Committee responsibilities, what projects and plans beyond currently defined responsibilities they may provide input into and mechanisms by which to do that. Leo Jed also updated the Committee on Caltrans' presentation of the rumble strip item to the RTC and noted that Caltrans agreed to investigate the use of gaps in addition to the alternative treatment. Kem Akol requested further discussion of the Murray Street rehabilitation project and the need for the project to incorporate bike access to the harbor. An Ad-Hoc Committee was formed comprised of Kem Akol, Holly Tyler, Will Menchine and Peter Scott to investigate possibilities and coordinate with the City of Santa Cruz. Cory Caletti indicated that the City of Santa Cruz will be coming to a future meeting and be available to discuss proposed improvements. Rob Straka reported that the October Open Streets event was a resounding success.
13. Adjourned: 8:30 PM

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, November 18, from the special time of 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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November 18, 2013
Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
11/08/13	Tom	Brandow	tbrandow@hotmail.com	Empire Grade	Heller Dr	Santa Cruz County	rough pavement or potholes	rider states btwn cave gulch and mm 15.28, 100 ft of extremely rough and broken pavement. Forces bike rider to ride too far into lane, cars can not safely pass.				
11/04/13	Rachel	Moriconi	rmoriconi@sccrtc.org	Slough Trail	Lighthouse Dr	Watsonville	debris on shoulder or bikeway	rider states DG was thick and even going slow down the hill where it curved on the trail, resulted in my tires sliding out and some pretty deep rash/cut up hands, elbow, knee. Overall it would be good to at least eliminate the DG on the sloped parts of the trail	Maria Rodriguez, Cleo Martinez	11/04/13		
10/28/13	Peter	Stanger	pj@rattlebrain.com	Soquel Dr	Spreckles	Aptos	damaged bikeway signs	rider states the sign that's posted after passing spreckles intersection, "bike lane begins in 100 ft" is covered up by multiple stick on labels	General Dept of Co of Santa Cruz	10/28/13		
10/28/13	Peter	Stanger	pj@rattlebrain.com	Freedom Blvd	Soquel Dr	Aptos	traffic signal problem	rider states left turn signal on freedom blvd will not activate for bikes	General Dept of Co of Santa Cruz	10/28/13		

From: [Eric Horton](#)
To: [Cory Caletti](#)
Subject: RTC Bicycle Committee
Date: Friday, November 01, 2013 11:01:51 AM

Dear Cory and Commissioner Friend,

I am sorry to write to you with my decision to resign from the RTC Bicycle Committee. Family commitments and busy work schedule are not allowing me to participate at the level that this important committee deserves.

The highlight of my service was the work I was able to do at Rio Del Mar school. I coordinated the construction of a new bike parking concrete pad, took advantage of the RTC's program for free bike racks, worked with Jack Sohriakoff from the county to get new crosswalks striped as well having trees trimmed to create better visibility for school signage from the street.

As a bike industry employee (I am Creative Director for Giro based in Scotts Valley) I am excited about all of the great bike centric initiatives happening in the county and am working hard to gather industry support for swift implementation of the Rail Trail corridor.

Thanks for the opportunity to serve.

Sincerely,

-Eric Horton

From: [Cory Caletti](#)
To: ["Mcclintic, Paul@DOT"](#)
Cc: [Hessing, Douglas P@DOT](#); [Morris, Scott A@DOT](#); [Loe, Aileen K@DOT](#)
Subject: 9/23/2013 and 10/21/13 Bike Committee Meeting follow up
Date: Tuesday, October 22, 2013 10:30:27 AM
Attachments: [image001.png](#)

Hi Paul: At last night's Bicycle Committee meeting, Leo Jed and other members expressed appreciation to Caltrans for going out and conducting a field inspection immediately after the September meeting and providing responses. I wanted to share their appreciation with you.

They also requested that I follow up with you and ask for an estimated time frame on possible installation of warning signs as you approach the Scott and Waddell Creek bridge crossings. Specifically, they hope you will consider use of the "Bikes May Use Full Lane" signs at those locations.

Members also requested that I make sure that Caltrans understands they are interested in speed feedback signs coming into the City of Santa Cruz from the north coast, not outside of the down of Davenport as your email correspondence suggests.

I, and the Committee, look forward to hearing back from you.

Best, Cory Caletti

cc: Bicycle Committee

.....
[Cory Caletti](#), Senior Transportation Planner
[Regional Transportation Commission](#)
831.460.3201



From: [bikerick](#)
To: [Cory Caletti](#)
Subject: FW: future Committee agenda item
Date: Sunday, October 27, 2013 8:09:20 PM

Follow-up Information:

During bicycle committee discussion of Complete Streets, a question was posed as to whether Caltrans had to follow Complete Streets. The following summarizes the directive they are to follow:

- Caltrans provides for the travelers of all ages in all State highway system planning.
- Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers.
- Caltrans recognizes bicycles as an integral elements of the transportation system
- Caltrans develops integrated multimodal projects in balance with community goals.
- Caltrans addresses the safety and mobility needs of bicyclists in all projects.
- Bicycle travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance

Source: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

The committee discussion related to Mission Street. Caltrans has produced this guidebook that addresses situations like Mission Street:

www.dot.ca.gov/hq/oppd/context/main-streets-flexibility-in-design.pdf

Comment:

Some members expressed belief that because Mission Street is dangerous, cyclists should not be encouraged to ride on it. While that might currently be true, the purpose of complete streets is to foster change so that Mission Street will be inviting to all user groups. Mission Street contains many destinations that cyclists may want to access and is the most direct route across the western part of the city. If some members are interested in pursuing improvements they could form a subcommittee. They could suggest which elements of the Main Streets guidebook and the RTC's complete streets guidance could be applicable to Mission Street. A related task would be to research whether city officials have had any recent discussion with Caltrans about additional improvements for the Mission Street corridor (since installation of the bike signing) and, if so, determine how cyclists can be involved.

Rick

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TO: Regional Transportation Commission (RTC) Advisory Committees

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Draft *2014 Regional Transportation Improvement Program - Preliminary Staff Recommendations*

RECOMMENDATION:

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory ad hoc committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on preliminary recommendations for the *2014 Regional Transportation Improvement Program (RTIP)* (Attachment 1) and make Committee recommendations to the RTC.

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 1 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 RTC advisory committees provide input on preliminary staff recommendations and make recommendations to the RTC 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

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ATTACHMENT 1

2014 RTIP Applications Received

RSTP/STIP: \$9.35M Available (up to \$5,893,000 STIP though CTC; up to \$3.46M RSTP)

MBSST: \$5.3M Available

Agency	Project Name	Description	Total Cost	Funds Requested	Preliminary Staff Recommendation	Summary of Benefits	RTC Staff Comments	Sponsor Priority #	Estimated Use	CON schedule
1 Caltrans/SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge: Construction Reserve*	Add aux lanes and bike/ped bridge - Reserve for future programming	CON=\$23M; total \$27M	\$4,000,000	\$2,000,000	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.	Total of \$23M needed to fully fund construction. With average STIP=\$3.5M/year, need to reserve funds each cycle in order to construct within 10 years.	CT ranked #1	Over 100,000 travelers/day	2020
2 Caltrans/SCCRTC	Hwy 1 Corridor/HOV and Soquel-41st Aux Tiered Environmental Document	Fundsfor the Tier 1 (HOV) program-level and Tier 2 Soquel-41st Ave Aux Lanes environmental document. Additional funds needs to update technical studies (flora/fauna/wetlands) & public outreach.	Enviro: \$13.3M; \$600M total project	\$500,000	\$500,000	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.	CTC does not allow supplemental STIP for local lead projects, so RSTP would be needed	na	Over 100,000 travelers/day	TBD
3 Caltrans/City of Santa Cruz	State Routes 1/9 Intersection Improvements	Intersection modifications including new turn lanes, bike lanes/shoulders.	\$6,200,000	\$500,000	\$500,000	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.	Regionally significant. 3rd priority for City of SC.	3 of 5	Over 72,000 vehicles/day	2015-16
4 Caltrans/City of Santa Cruz	Highway 1 San Lorenzo River Bridge Widening: Environmental only	Widen bridge to add travel lanes.	\$15,800,000	\$500,000	\$0	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.	Large unfunded cost. Suggest City seek HBP or SHOPP for all phases, though not currently CT priority	4 of 5	85,000/day	2018
5 SCCRTC	Freeway Service Patrol: Highway 1 (3 years of funding)	Peak period tow trucks dedicated to patrolling highway and assisting disabled motorists, removing incidents with CHP, and clearing obstacles impeding traffic flow.	\$488,276	\$366,207	\$300,000	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.	Serves peak period travelers on Hwy 1; high cost/effeciveness rating	na	85K-100K/day; 3 motorist directly served/day	ongoing
6 SCCRTC	Planning, Programming & Monitoring (PPM) (3 years of funding)	RTC tasks required to meet state and federally mandated planning and programming requirements, monitoring of programmed projects.	\$479,000	\$479,000	\$475,000	Ensure that state and federal requirements are met for projects so funding is secured and not lost and delays due to funding are avoided.	Based on STIP limits. Needed to implement state and federal mandates.	na	Countywide	ongoing
7 Santa Cruz METRO	Mainline Routes Runtime Recalibration	Data collection, analysis and recalibration of route runtimes to improve reliability of arrival and departure timepoints/schedule for major routes (69, 71, 91).	\$33,750	\$31,545	\$30,000	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.	Serves major travel routes along Hwy 1 Corridor/parallel roads	2 of 2	5300 riders/day	2/14-8/14
8 Santa Cruz METRO	ParaCruz Van Replacement	4 replacement vehicles for ADA Complementary Paratransit Service. (2 light-duty CNG vans & 2 medium-duty gas fueled paratransit buses)	\$451,000	\$449,000	\$350,000	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.	Most federal grants now formula based, leaves few options for funding vehicle replacements.	1 of 2	10-22/day per vehicle	8/14-3/15

Agency	Project Name	Description	Total Cost	Funds Requested	Preliminary Staff Recommendation	Summary of Benefits	RTC Staff Comments	Sponsor Priority #	Estimated Use	CON schedule
9 Ecology Action (Watsonville)	South County Youth Bike Safety Training	School-based youth bicycle safety training at 8 PVUSD elementary and middle schools. Includes in classroom and on-the-bike training.	\$35,000	\$30,000	\$30,000	Safety: reduce fatalities and severe injuries; Congestion Reduction; Environmental Sustainability: enhances the performance of the transportation system while protecting the environment.	Targets area with high bike/ped incidents involving students.	2 of 3 (Wats)	1300/day	3/14-11/15
10 City of Capitola	Bay Avenue/Capitola Avenue Roundabout Intersection Modification	Construct a roundabout. A highly skewed geometry at this intersection results in lengthy queuing and increased vehicle/pedestrian conflicts.	\$700,000	\$250,000	\$90,000	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.	Consider funding design phase only at this time.	2 of 2	8500 ADT	9/15-3/16
11 City of Capitola	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4 foot wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Ave.	\$300,000	\$250,000	\$200,000	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.	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-MBSST funds.	1 of 2	100 peds/day during summer peak/20 per day off peak	3/15-6/15
12 City of Santa Cruz	Branciforte Creek Bike/Ped Bridge	Build bridge to connect San Lorenzo Park Multi-use trail and levee trail near Soquel Dr.	\$2,741,000	\$400,000	\$0	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.	Priority 5 of 5 for City of SC.	5 of 5	2000/day	2015
13 City of Santa Cruz	Broadway-Brommer/ Arana Gulch Path	Mutli-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.	\$6,122,000	\$300,000	\$150,000	Provide an east-west connection between Live Oak and City of Santa Cruz. Safety, reduce VMT, increase walking and biking.	Highest priority for City of Santa Cruz, long standing RTC commitment to project. CTC unlikely to support supplemental vote=only RSTP option	1 of 5	3000/day	9/13-11/14
14 City of Santa Cruz	Ocean St Pavement Rehabilitation (Water to Hwy 17/Plymouth) & Felker St (Ocean SLR Bike/Ped Bridge)	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks. To be coordinated with Ocean St beautification project.	\$1,000,000	\$500,000	\$400,000	System preservation. PCI 52 (Ocean) and 7 (Felker). Serves transit, bikes, peds, employment, commercial, visitors.	Heavily used roadway, access to county facilities.	2 of 5	35,000	fall 2014
15 City of Scotts Valley	Mt. Hermon Rd./Scotts Valley Dr./Whispering Pines Dr. Intersection Operations Improvement Project	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.	\$434,000	\$392,000	\$300,000	Major intersection serving commercial, residential, school and regional travel through to SLV; heavy truck traffic; bus routes. With proejct the intersection would operate at acceptable levels; reduce delay/travel times and idling; reduce rear-end and broadside collisions.	While priority 2 for SV, high ADT and serves regional traffic. Consider funding if SV can provide increased match.	2 of 2	MHR: 33,000 VPD and SVD: 16,500 VPD	5/15-9/15
16 City of Scotts Valley	Bean Creek Road Rehabilitation, City/County limit to Bluebonnet Lane	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.	\$222,000	\$200,000	\$0	System preservation. PCI <30. Current condition discourages use by cyclists as well as pedestrians.	Low ADT	1 of 2	2000	3/15-6/15
17 City of Watsonville	Airport Boulevard Improvements	1200 feet east of Westgate Drive/Larkin Valley Road to east of Hanger Way	\$1,500,000	\$1,450,000	\$1,200,000	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.	Incorporates complete streets components. High ADT.	1 of 3	ADT 18, 000	6/15-10/15

Agency	Project Name	Description	Total Cost	Funds Requested	Preliminary Staff Recommendation	Summary of Benefits	RTC Staff Comments	Sponsor Priority #	Estimated Use	CON schedule
18 City of Watsonville	Sidewalk infill Harkins Slough Road and Main Street	Harkins Slough Road (east of Ohlone Parkway) and Main Street	\$200,000	\$144,000	\$120,000	Fills gap in sidewalk network; provide access to High School, transit, employment centers, commercial; safety	Fills important gaps on major roadways	3 of 3	Ped use unknown; ADT: 9,300 Harkins Slough Rd., 32,000 Main St	9/15-10/15
19 County of SC	Bear Creek Rd Chip Seal (PM 4.75-PM 7.0)	Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.	\$833,616	\$738,000	\$432,000	System preservation. PCI 19-40 now, Hwy 9 to Hwy 17 connector	While low ADT important connection between Hwy 17 and Hwy 9/SLV.	na	ADT 4700	7/14-10/14
20 County of SC	Capitola Road Cape Seal (30th-17th Ave)	Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.	\$326,443	\$289,000	\$289,000	System preservation. PCI 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	High ADT, bus, and bike use. Require inclusion of Complete Streets treatments.	na	ADT 20,900	7/14-10/14
21 County of SC	Cassery Rd Bridge Replacement	Replace existing bridge in poor condition over a tributary of Green Valley Creek near Smith Rd intersection	\$903,025	\$307,000	\$125,000	Would open up bridge to 2 lanes	Very low use. No funding identified to fully fund construction. Program funds for pre-construction only until full funding available for construction.	na	500 vpd	Smr 2017
22 County of SC	Empire Grade Chip Seal (130' north of Heller Dr to 0.79 mi north of Heller)	Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.	\$211,228	\$187,000	\$187,000	System preservation. PCI 68; key road to Bonny Doon, plus serves transit, schools, bike use, and SLV	Medium ADT, system preservation	na	ADT 10,700	7/14-10/14
23 County of SC	Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd)	Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.	\$1,383,712	\$1,225,000	\$800,000	System preservation. PCI 26-46, used by autos, buses, bikes, Aptos High. Connects communities of Aptos, Corralitos and Freedom.	Medium ADT, system preservation	na	ADT 15,700	7/14-10/14
24 County of SC	Mt. Hermon Rd Cape Seal (Graham Hill Rd to 1000 ft north of Locatelli Ln)	Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.	\$282,390	\$250,000	\$225,000	System preservation. PCI 58. Serves public transit and autos, considered alt bike route	Key connection between Hwy 17 and SLV	na	ADT 19,300	7/14-10/14
25 County of SC	Portola Dr Cape Seal (E. Cliff to 24th Ave)	Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.	\$230,430	\$204,000	\$200,000	System preservation. PCI 38. Serves autos, buses, bikes/peds	Low ADT, multimodal use	na	ADT 15,200	7/14-10/14
26 County of SC	Soquel-San Jose Rd Chip Seal (Redwood Lodge Rd-Miller Hill Rd)	Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.	\$161,527	\$143,000	\$0	System preservation. PCI 77; used as alt to Hwy 17	Low ADT, PCI med	na	ADT 4700	7/14-10/14
27 County of SC	Summit Rd Chip Seal (Soquel-San Jose Rd-Old SC Hwy)	Asphalt Digout, Chip Seal, and restriping to rehabilitate the roadway surface.	\$516,209	\$457,000	\$450,000	System preservation. PCI 54-65; used as alternative to Hwy 17/Hwy 1	Low ADT	na	ADT 7600	7/14-10/14

Total Requests RSTP/STIP \$14,541,752 **\$9,353,000**
Regional-multi-agency/multi-jurisdictional projects \$6,855,752 **\$4,185,000**
Available **\$9,353,000**

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 Rankin Street 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/bicycle and auto/pedestrian collisions have occurred. Recommendation: Provide funds for Phase 1 (Natural Bridges to Bay/California).	na	1500 bikes and ped/day	9/16-9/17
29 County	Twin Lakes Beachfront (5th Ave to 7th Ave)	Segment 9B 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 intersection at lower harbor entrance, 3"AC over 9"AB slurry 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 from other funds designated for \$5.9M project.	na	7700 vehicles, bike/ped unknown	8/14-10/15

Agency	Project Name	Description	Total Cost	Funds Requested	Preliminary Staff Recommendation	Summary of Benefits	RTC Staff Comments	Sponsor Priority #	Estimated Use	CON schedule
30 County	Rail Trail: 7th Ave to El Dorado Ave (PE, Env, ROW)	Pre-construction for 8 ft trail, 4.5 ft fencing, widening coastal side of right-of-way, extensive grading/cuts/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.	\$7,500,000	\$1,575,000	\$0	Serves parks, residences, access to middle school and swim center; reduce potential conflicts between motorists/bikes on Brommer St; increase walking/biking	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.	na	200/day	5/15-10/15
31 County	Rail Trail: El Dorado Ave to 17th Ave	8 foot wide trail; includes 4.5 ft fence, retaining walls, lighting and pedestrian RR crossing. Part of Segment 9 in MBSST Master Plan.	\$1,135,000	\$999,220	\$0	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.	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.	na	100/day	5/15-10/15
32 Watsonville	Rail Trail: Lee Road, 4000 feet east to City Slough Trail connection)	Construction of 4000-foot long pathway parallel to the railroad tracks: eight-foot width asphalt (hma) 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.	\$1,300,000	\$1,040,000	\$1,000,000	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	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.	1 of 2	unknown	7/15-10/15
33 Watsonville	Rail Trail Construction – Walker Street	Construct 2400 foot long trail on Rail Trail segment 18 from the connection at existing slough trails east to Walker Street.	\$750,000	\$600,000	\$600,000	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	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.	2 of 2	unknown	7/15-10/15
Subtotal - MBSST			\$21,885,000	\$8,654,220	\$5,300,000					
				TOTAL ALL FUNDS	\$23,195,972	\$14,653,000				

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District 5 District System Management Plan (DSMP) Project List

STIP Cycle	District	County	Route	Cnty_Route_Beg. PM	End PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#
2014	5	SCR	1	SCR_1_13.620	14.864	SR 1 from 41st Ave to Soquel Ave	Operational Improvements: new aux lanes; modify interchange; new PED/Bike Crossing (Chanticleer)	Highway	System Management	I	\$27,000	Short	4/7/2006	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2010	N	N/A	N/A	RTC 24f
2018	5	SCR	1	SCR_1_10.535	12.088	SR 1 from State Park Dr to Park Ave	Operational Improvements: new aux lanes; modify interchange	Highway	System Management	I	\$35,000	Long	4/7/2006	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2010	N	N/A	N/A	RTC 24g
2018	5	SCR	1	SCR_1_12.088	13.129	SR 1 from Park Ave to Bay/Porter	Operational Improvements: new aux lanes; modify interchange	Highway	System Management	I	\$30,000	Long	4/7/2006	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2010	N	N/A	N/A	RTC 24e
2018	5	SCR	1	SCR_1_15.881	15.881	SR 1 at Morrissey Blvd	Bicycle/Pedestrian Improvements; Operational Improvements: new overcrossings; modify interchange	Highway	System Management	I	N/A	Long	N/A	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2010	Y	N/A	N/A	RTC 24h
Future	5	SCR	1	SCR_1_7.672	15.822	SR 1 from Larkin Val Rd to Morrissey Blvd	Add Capacity: new HOV lane; modify interchange	Highway	System Expansion	I	\$475,000	N/A	7/11/2002	SCCRTC	US 1 TCR 2006, SCCRTC RTP 2010	Y	0500000023	73	RTC 24
Future	5	SCR	9	SCR_9_R5.991	6.83	SR 9 from Laurel Dr to San Lorenzo Way	Operational Improvements: new bike/ped facilities (HWY 9/San Lorenzo Valley Trail)	Bicycle	System Management	II	\$2,200	Long	N/A	Santa Cruz County	SCCRTC RTP 2010	N	N/A	N/A	CO-P46a
NA	5	SCR	1	SCR_1_15.881	15.881	SR 1 at Morrissey Blvd	Bicycle/Pedestrian Improvements: Install class I bicycle facility on overpass	Bicycle	System Management	II	\$90	Long	N/A	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2010	N	N/A	N/A	SC-P29
NA	5	SCR	1	SCR_1_19.0	19	SR 1 Mission at Bay Street	Operational Improvements: signalization, modify intersection	Highway	System Management	II	\$4,000	Long	N/A	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2010	N	N/A	N/A	SC-P77



REIMAGINE PACIFIC STATION



Santa Cruz METRO and the City of Santa Cruz are partnering to redesign the downtown Pacific Station mixed use transit center. In addition to the transit center the project will explore what other mix of uses may be appropriate at this site. For more information www.metropacificstation.com



SHARE YOUR IDEAS!
Join our community meetings and help create the vision for the new design of Pacific Station on Pacific Avenue in downtown Santa Cruz.

ROUND 1 - COMMUNITY NEEDS
October 9th 1:30-3:30 PM - Kiosk at Farmers Market - at the intersection of Cedar & Lincoln Street
4:00-6:00 PM - Kiosk at Pacific Station
October 10th 4:00-6:00 PM - Drop in at Pacific Station
6:00-8:00 PM - Community Meeting
All Pacific Station meetings held at 920 Pacific Avenue

13. Determine Review Action for STIP Funding Recommendations

Karena Pushnik, RTC Planner, said that the RTC has issued a "call for projects" for over \$12 million in state and federal funds from the State Transportation Improvement Program, Regional Surface Transportation Program and for the Monterey Bay Sanctuary Scenic Trail Network. Applications are due October 29 with the RTC board scheduled to approve projects to receive funds on December 5. Because the project lists will not be available until November, staff recommends that the E&D TAC either:

- a. Designate an ad hoc subcommittee to evaluate the project lists and make recommendations to the RTC board on behalf of the committee; or
- b. Schedule a special meeting of the E&D TAC to review the project list as a committee and make recommendations to the RTC board.

The committee discussed the merits of having the full committee review the grant applications versus the potential for not getting a quorum. By general agreement, the committee opted to seek volunteers for an ad hoc subcommittee. Volunteers for an ad hoc subcommittee to review applications consist of April Warnock, Veronica Elsea, Sharon Barbour, and Mike Molesky. Others suggested that Clay Kempf and Hal Anjo be asked to participate. There was general agreement on the composition of the ad hoc subcommittee as listed immediately above.

14. Review Pacific Station Redesign

Thomas Hiltner, and Claire Fliesler, Metro Staff, gave a presentation on the redesign of Pacific Station. The City of Santa Cruz has partnered with Metro to redesign Pacific Station with mixed-use concepts which will integrate and bring positive activity to the southern end of Pacific Avenue. Consultants 'Group 4+' will lead the design process through selection of a preferred alternative. Metro staff invited E&D TAC members to participate in this project and provide input and ideas for the new Pacific Station. In April, Group 4+ will provide a preferred alternative to the Metro Board and the City of Santa Cruz.

Claire Fliesler said that the three main goals for the Pacific Station Redesign include:

- Efficient transit center buses
- Excellent customer service
- Excellent urban design

Member feedback included comments related to restroom facilities, Pacific Street signage for Paratransit drivers provide drop-off for wheelchairs, accommodating taxi's, individual bus bays for each route, and have the Metro clock synchronized with real-time and route service.

15. Review Short Range Transit Plan update

Erich Freidrich, Metro Staff, discussed Metro's Short Range Transit Plan (SRTP) focused on transit service and capital improvements over a five year period. Based on state law, Metro must have a current up-to-date SRTP in order to purchase buses starting in 2014. Metro awarded a contract to Nelson\Nygaard on April 26, 2012 to draft the 2013 SRTP. Metro and Nelson\Nygaard staff began working on collecting data and performing public outreach to guide the elements of the SRTP. Mr. Freidrich provided details of the data collected. Nelson\Nygaard submitted a draft Service Plan with recommendation for new and revised service policies and recommendations for specific service changes. Changes include providing real time transit information via GPS/Automated Vehicle Locators, setting standards for route deviations and increasing the recommended distance between stops to improve route efficiency. Additional outreach to stakeholders and stakeholder groups