



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

AGENDA
Thursday, November 21, 2013
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the October 17, 2013 ITAC meeting

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Presentation on Santa Cruz METRO Short Range Transit Plan
 - a. Staff report and presentation from Erich Friedrich, Santa Cruz METRO
 - b. Attachment
8. Preliminary staff recommendations for the Draft *2014 Regional Transportation Improvement Program*, including State Transportation Improvement Program, Regional Surface Transportation Program and Monterey Bay Sanctuary Scenic Trail Network
 - a. Staff report, Rachel Moriconi
 - b. Attachments

9. Adjourn. The next ITAC meeting is scheduled for 1:30pm on December 19, 2013 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.
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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
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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
Interagency Technical Advisory Committee (ITAC)**

DRAFT MINUTES

Thursday, October 17, 2013
1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, UCSC
Murray Fontes, City of Watsonville Public Works and Planning Proxy
Steve Jesberg, City of Capitola Public Works and Community Development Proxy
Cody Meyer, AMBAG
Chris Schneiter, City of Santa Cruz Public Works
Ken Thomas, City of Santa Cruz Planning
Steve Wiesner, County Public Works and Planning Proxy

STAFF PRESENT

Grace Blakeslee
Cory Caletti
Rachel Moriconi

OTHERS PRESENT

Jennifer Calate, Caltrans District 5 (via phone)

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1. Call to Order –Chair Chris Schneiter called the meeting to order.
 2. Introductions – Self introductions were made.
 3. Oral communications – Grace Blakeslee announced that a Complete Streets Workshop will be held on November 13 in Marina and provided an overview of the workshop agenda.
 4. Additions or deletions to consent and regular agendas – Item 7 was tabled to the November ITAC meeting. A handout was distributed for Item 8.

CONSENT AGENDA

5. Approved minutes of the August 22, 2013 ITAC meeting (**Fontes/Wiesner**; Buika and Jesberg abstained)

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

County: Steve Wiesner reported that the storm damage repair project at Eureka Canyon is wrapping up. Paulsen Road is currently closed for culvert replacement until 10/25.

Watsonville: Murray Fontes reported that the citywide street resurfacing project is ongoing. Reconstruction of Airport Blvd from Highway 1 was approved.

UCSC: Teresa Buika reported that 16 "smart" bike lockers, which use BikeLink cards rather than keys, were recently installed, with 8 more to be installed soon.

Santa Cruz: Chris Schneiter reported that the Broadway/Brommer-Arana Gulch multiuse path preconstruction meeting took place on October 17, with the contractor scheduled to mobilize on November 4. The Agnes connector is being bid as a separate project. The award letter for construction of the Soquel-Park Way traffic signal project, which includes adding left turn lanes, just went out. PG&E has already moved the utilities. Work on the Mission Street extension project has been completed.

RTC: Rachel Moriconi reported that the Elderly/Disabled Transportation Advisory Committee Pedestrian Workgroup has worked with Metro to add Pedestrian Hazard Report information on buses and has done outreach to the media and others. The RTC is partnering with the Volunteer Center for Make a Difference Day on October 26, where volunteers can help remove graffiti along the rail line in Aptos. The southbound auxiliary lane on Highway 1 between Morrissey and Soquel interchanges opened on October 8.

Caltrans: Jennifer Calate (via phone) provided updates on the California Transportation Plan, Caltrans projects, and announced a grant opportunity through the Coastal Commission for climate change adaptation planning.

7. Santa Cruz METRO Short Range Transit Plan Presentation – ***Postponed to the next ITAC meeting.***

8. Received Presentation on the AMBAG LiveMaps Tool

Cody Meyer (AMBAG) provided an overview of the LiveMaps GIS planning tool for the Monterey Bay region. The program is online at www.movingforwardmb.org. Layers related to land use, natural features and transportation data are available, based on information provided by local agencies to AMBAG. Mr. Meyer demonstrated how to use the online GIS program and encouraged local agencies to use the program.

9. Received Presentation on the AMBAG Bicycle Model Web Tool

Cody Meyer (AMBAG) presented the online cycle-tracks modeling tool which is used to collect and analyze data from bicycle riders on which routes they travel. The program will be used to help the Air District and local agencies to estimate net-cost/benefit of bicycle projects. Phase 1 of the project was development of a smart phone application. The website now allows riders to report their routes online, without using a cell phone

GPS. Cory Caletti and Teresa Buika shared suggestions for improving the application, website, and conducting public outreach. Mr. Meyer gave ITAC members flyers on the application to distribute.

10. Received Presentation on Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan

Cory Caletti reported that the RTC is scheduled to adopt the MBSST Master Plan and certify the plan's environmental impact report (EIR) at its November meeting. She highlighted updates that were made to the documents based on input received on the drafts. These included refined cost estimates, opportunities to implement smaller sections of the trail within each segment, at-grade crossing type updates, and updated segment descriptions. She noted that the full network will be designated as the California Coastal Trail, which could expand funding opportunities. In response to questions from ITAC members, Ms. Caletti noted that CEQA review for individual segments could tier off the program level EIR. As local jurisdictions move forward to construct sections, an MOU will be established to clarify responsibilities of the RTC and local agency. Regarding right-of-way and trail design, she noted that federal regulations require a minimum clear space of 8.5 feet from the centerline of a track; Iowa Pacific has an easement of 10 feet from the centerline of any track; the minimum trail width is 8 feet with 2 foot buffers; thus 32 feet is the minimum space needed along the rail line for both the rail and trail, though some exceptions may be possible.

11. Received State Legislative and Active Transportation Program Update

Rachel Moriconi highlighted a few of the transportation-related bills considered by the state legislature this year, included in the ITAC packet. She also provided a summary of the new Active Transportation Program (ATP) established in SB99 and AB101, which consolidates funds from the federal Transportation Alternatives Program, Safe Routes to Schools, and Bicycle Transportation Account programs. She highlighted issues that are currently being discussed at California Transportation Commission (CTC) lead workgroup meetings, and reported that draft guidelines will likely be available in early 2014, with a call for projects in the spring. She asked project sponsors to inform her of any issues they would like shared at the state level regarding implementation of the program.

12. The meeting adjourned at 3:10pm. The next meeting of the ITAC is scheduled for November 21, 2013 at 1:30 PM at the RTC Conference Room in Santa Cruz.

Minutes prepared by: Rachel Moriconi

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Erich Friedrich, Senior Transportation Planner, Santa Cruz METRO
RE: Short Range Transit Plan

RECOMMENDATION

Receive a presentation and provide input on the Santa Cruz Metropolitan Transit District's (METRO) Short Range Transit Plan.

OVERVIEW

The 2013 Short Range Transit Plan is a planning document focused on transit service and capital improvements over a five year horizon. This document will guide Santa Cruz METRO in regards to service changes, capital projects, fleet management, public outreach and communication, as well as other elements like financial and legislative forecasting, and policy revisions and recommendations.

- The 2013 Short Range Transit Plan is a planning document focused on transit service and capital improvements over a five year horizon.
- The 2013 Short Range Transit Plan outlines a need for a data and policy driven process to become more proactive in planning service changes.
- This SRTP steps away from any major service shake ups and focuses on service changes that make Santa Cruz METRO's transit system simple, effective, safe, efficient, equitable throughout the county.
- A unique element to this Short Range Transit Plan is a chapter dedicated to marketing. The STRP takes a look at Santa Cruz METRO's existing approach and identifies the strengths to build off of as well as the weaknesses that need to be addressed.
- Santa Cruz METRO's last Short Range Transit Plan (SRTP) expired at the end of 2012 and based on state law must have a current up to date SRTP in order to purchase buses starting in 2014. In order to draft a new SRTP, Santa Cruz METRO awarded a contract with the planning firm Nelson\Nygaard on April 26, 2013 to draft the 2013 SRTP.

DISCUSSION

Service Planning Policies:

The 2013 Short Range Transit Plan (SRTP) outlines a need for a data and policy driven process to become more proactive in planning service changes and ensuring

that service changes are cohesive and holistic in nature. The need for on-time performance, detailed ridership, and service efficiency data is seen as the top need for Santa Cruz METRO in the five year horizon of this plan. The SRTP identifies several strategies for collecting and analyzing data that will allow staff to develop comprehensive service changes. On top of the need for data, the SRTP calls for the development of alternative scheduling practices to assist in improving on-time performance and facilitating transit connections. Headways base scheduling, or scheduling based on frequency instead of departure times, should be pursued on corridors with service better than every 15 minutes i.e. the UCSC corridor.

The bulk of the 2013 Short Range Transit Plan is focused on recommending new and/or improved service planning policies. The SRTP recommends that Santa Cruz METRO develop four specific policies to allow the agency to become more proactive in its service planning process. This approach gives the proper tools to both the METRO Board of Directors and Staff to guide cohesive planning decisions and combats against fragmented transit service across the district. It should be noted that by adopting the Short Range Transit Plan, the policies recommended in the plan would still need to be written, vetted, and then adopted on an individual basis over the five year horizon of the SRTP.

1.) Transit Emphasis Corridors Policy

Within the SRTP, the first policy recommended to be developed is known as a Transit Emphasis Corridors Policy. A Transit Emphasis Corridor (TEC) is a street segment in which high-quality transit service is provided and physical improvements for transit are prioritized. Generally the goal of a TEC is to have transit service every 15 minutes from 7am to 7pm coupled with infrastructural improvements to the roadway, intersections, bus stops, and pedestrian connections. Currently in the SRTP, the consulting team at Nelson\Nygaard and METRO Staff has identified five street segments that could be considered TEC's based on current land uses and availability of current transit service given some basic route realignments. Those segments are:

- Laurel/Bay between Downtown Santa Cruz and UCSC
- Soquel Ave/Dr. between Downtown Santa Cruz and Cabrillo College
- Main St. between Green Valley Road and Downtown Watsonville
- Freedom Blvd. between Airport Road and Downtown Watsonville
- Ocean St. between Highway 17 and Soquel Ave. in Santa Cruz

These initial recommended corridors are simply a reflection of current conditions, as land uses change and the potential for additional transit service becomes a reality, additional corridors could be included in the TEC policy. Should this be the case,

corridors such as Capitola Road from Soquel to 41st Ave, and 17th Ave from Brommer to Portola could become TEC candidates.

2.) Performance Standards and Service Review Policy

The team at Nelson\Nygaard and METRO staff identified a need for setting performance standards to regularly and quantitatively monitor and report on the performance of the transit system. Adopting and adhering to a set of performance metrics is a common best practice for transit agencies of all sizes across the country. While Santa Cruz METRO has a set of service standards for Title VI purposes, the SRTP recommends the development and adoption of a service performance policy that is consistent with the service standards policy but is geared towards service planning. This policy would emphasize three basic metrics: On-time performance, Capacity, and Productivity (passengers per revenue hour). These three metric are relatively easy to collect and calculate based on the limited data available to staff. It is then recommended that this policy have developed thresholds to “trigger” comprehensive reviews of specific portions of service that do not meet the thresholds. From there a “Improvement Plan” process should be developed to alter, condense, expand, or otherwise change the service in question. The threshold metrics would be developed as a part of the drafting of this policy and are recommended to be based on observed averages within the system.

3.) Route Deviation Standard

There have been many cases in the history of Santa Cruz METRO in which the public, stakeholders, Board Members, and other individuals or interest groups have requested transit service to a particular area via the deviation (rerouting) of an existing route. The SRTP recommends that Santa Cruz METRO develop and adopt a quantitative standard to asses these requests for route deviations. This is done by assessing the amount of delay the proposed deviation would cause the existing route versus the potential amount of new ridership gained by deviating the route. This approach would insure fairness when developing and approving route realignments and service requests.

4.) Bus Stop Spacing Policy

Santa Cruz METRO’s current practice is to maintain a minimum distance of 600 feet between bus stops. It was observed in the Existing Conditions Report of the SRTP that nearly 40% of all transit riders’ access a bus stop within one block of there trip origin. This stat is nearly unheard of in systems of comparable size in the country. Coupled with Santa Cruz METRO’s dismal on-time performance, the team at Nelson\Nygaard and Staff concluded that perhaps bus stops in the system are too close together and that there could be too many stops in the system. There is a balancing act between providing access to transit via a bus stop and maintaining

some sense of speedy travel times and on-time performance, and it seems that the current system is out of balance causing very slow travel times and dismal on-time performance.

The recommended Bus Stop Spacing Policy would increase the minimum distance between bus stops to 880 ft or 1/6 of a mile. This distance is still well below the industry standard of 1/4 of a mile or 1,320 ft. By increasing the minimum distance, bus stops that have proximity under the minimum would be under review for relocation or consolidation. The SRTP recommends that other factors such as proximity to optimal land uses (i.e. senior centers, schools, transit connection points, proximity to intersections) be considered as a part of any policy that dictates bus stop locations.

Service Change Recommendations:

The service recommendations outlined below are considered mild and conservative in nature. This SRTP steps away from any major service shake ups and focuses on service changes that make Santa Cruz METRO's transit system simple, effective, safe, efficient, equitable throughout the county. Overall the service changes below would be consistent with the developed service policies and are mostly cost neutral, amounting to only a 1% increase in service hours. It is important to remember that adopting the Short Range Transit Plan does not constitute and automatic deployment of these service changes. These changes would need to be developed into actual service over the five year horizon of the SRTP.

Local Santa Cruz:

- Develop an "Improvement Plan" on the Route 3. Two potential outcomes would be to reallocate the service hours to expand the Route 20 or to reroute the Route 3 to service Mission Street and UCSC.
- Reroute the Route 4 to serve Harvey West Industrial Park only while expanding the Route 8 to service North Ocean Street and Emeline Medical Complex only.

UCSC:

- Substitute the Route 12 for a Route 68
- Standardized and publish the entire school term schedule and adjust departure times that would create *five minute frequencies* from downtown Santa Cruz to UCSC.
- Highway 17 and Route 35/35A:
- Reroute both routes to use Soquel Ave. from Front Street to Ocean St.

Mid County:

- Consolidate the service hours of the Route 54 to increase the frequency and span of Route 55 and 56.

Cabrillo / South County Corridor

- Reroute the Route 71 to use Soquel Ave. between Front St. and Morrissey Ave.
- Reroute the Route 71 to use Highway 1 south of State Park Drive.
- Reroute the Route 69W to use Freedom Blvd between State Park Drive and Watsonville.

Expanded Service Options

Given the recent positive signs of economic recovery as seen through increase sales tax figures collected by Santa Cruz METRO, the team at Nelson\Nygaard and METRO Staff incorporated a “wish list” of service options should funding become available over the five year horizon of the plan. These service options include:

- Reestablish the Route 70 to operate along the same corridor as the Route 71 realignment.
- Extend the span of service on Routes 69A, 69W, and 91X
- Realign the Route 3 to serve UCSC
- Increase funding for ParaCruz operations

Financial Plan

A major element of the Short Range Transit Plan is predicting and planning the financial outlook of the agency over the five year horizon of the plan. This SRTP is considered to be very modest and conservative in its scope and scale, in fact the base service recommendations outlined above only amount to a 1% increase in service hours.

The Financial Plan also takes a conservative approach using the following assumptions for operating revenues and expenses:

- 3.5% increase in Local Sales Tax
- 2.0% inflation
- 2.5% increase in farebox revenue
- 5% increase in Federal Funding
- 20% increase in STIC Funding (due to recalculations in the formula)
- 2% increase in Fixed Route costs (on top of 1% increase in service hours)
- 6% increase in ParaCruz costs
- 5% decrease in Fuel Tax Credit

The capital funding calls for a projected \$62.1 million in capital expenses over the five year horizon that range from bus stop improvements, fleet replacements, METRO Base projects, park and ride expansion, and automatic vehicle locations systems. Capital funding for these expenses is based on the successful reinstatement of federal bus replacement funds known as Federal State of Good Repair.

Marketing Plan

A unique element to this Short Range Transit Plan is a chapter dedicated to marketing. The STRP takes a look at Santa Cruz METRO's existing approach and identifies the strengths to build off of as well as the weaknesses that need to be addressed. There is a focus on industry best practices and examples from transit agencies throughout the country where branding and outreach efforts have increased public awareness of the transit system and increased overall ridership. The Marketing plan organizes strategies based on media type: electronic, printed, and branding. This element also mentions opportunities to expand and simplify the fare structure and Santa Cruz METRO's Cruz Card program.

Next Steps

At press time for this staff report, several elements are being refined for release for public review. The Capital Projects, ParaCruz, and Implementation elements are under last minute review before release.

SUMMARY

The ITAC will receive a presentation on the Short Range Transit Plan at this meeting.

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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 are 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 anti-cipated/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