

Santa Cruz County Regional Transportation Commission

2006 State Legislative Agenda

- 1. Preserve Existing Transportation Funding Formulas.** Retain and enhance California's funding formulas based on the increased needs on freight movement, agricultural production and growing population. Specifically:
 - a) Support the current SB 45 state formulas and the regional decision-making process for distribution of existing and new transportation funds.
 - b) Support measures that preserve existing transportation funds for transportation uses.
 - c) Support the continuation of recent transportation funding programs dedicated to specific categories of projects such as transit, Safe Routes to Schools, elderly and disabled transportation and Freeway Service Patrol.
 - d) Oppose shifting transportation funds to non-transportation purposes, including loans from transportation accounts and Proposition 42.
 - e) Support creation of a regional revenue sharing program over a 3-year phase-out period to offset the loss of CMAQ funds associated with air quality attainment status for the AMBAG region as part of the State's implementation of SAFETEA-LU.

- 2. Support New Transportation Funding.** Support countywide and statewide efforts to raise needed funds for transportation improvements, including:
 - a) Work with local elected officials, local agencies and interest groups to address continuing gaps in funding for local transportation projects and to develop a plan that includes pursuit of new local funding sources.
 - b) Support the development of a steady stream of new transportation funds dedicated to local road rehabilitation and maintenance.
 - c) Support indexing the state gas and fuel tax so that transportation revenues do not lose value due to inflation.
 - d) Support legislative efforts to increase the gas tax and dedicate revenues to transportation projects and programs.
 - e) Support lowering the voter threshold from 2/3 to a majority vote (or 55%) for countywide transportation sales or gas taxes.
 - f) Support legislative efforts to allow counties to increase vehicle registration fees for transportation projects.

- 3. Support Creation of a Transportation Bond Measure.** Advocate for a Transportation Bond Measure that distributes funds equitably in a manner that retains the region's authority to decide how to program any new funds. In the event earmarked projects are included in the Bond measure, advocate for direct consultation to ensure our priority projects are included, as identified in the attached list of priority projects.

- 4. Maximize Local Area Funding.** Work to assure that state transportation programs provide the maximum amount of revenues for the Santa Cruz County region. If special state funding programs are developed, support funding of projects in the Watsonville to Santa Cruz to UCSC corridor program, with the widening of Highway 1 as the first priority.

5. **Support Project Delivery Options.** Support greater flexibility in contracting methods and public/private partnerships. Support the authority to use design-build construction methods for the Highway 1 HOV Lane Widening Project. Support legislative efforts to enable Caltrans to take advantage of design sequencing to accelerate project completion.
6. **Support Government Restructuring to Improve Efficiency.** Support organizational reform efforts that would improve transportation funding, programming or project delivery.
7. **Specifics**
- g) **Transit:**
- Support legislation to provide commuter choice tax incentives for carpool, vanpool and transit use, including those incentives provided in federal law.
 - Support measures to allow the use of gas taxes for transit capital purposes, including purchases of rolling stock.
 - Seek to maintain current levels and support increased funding for elderly and disabled transportation, such as state matching for the federal Section 5310 program, and maintain the current allocation to Titles III & VII of the Older Americans Act.
 - Support Medicaid funding for transit and oppose reductions in Medi-Cal reimbursement rates for transportation.
 - Support introduction and passage of legislation designed to enact additional sources of transit operating and capital assistance.
 - Monitor negotiations between the State and the FHWA regarding the implementation of AB 2582, which allows paratransit vehicles to use high occupancy vehicle lanes.
 - Support the *Safe, Reliable High-Speed Train Bond Act for the 21st Century*, a ballot initiative to issue a multi-billion bond in order to plan and construct a high-speed rail transportation system that will connect Southern California to the Central Valley, Sacramento and the Bay Area.
- h) **Bicycling & Walking**
- Support legislative initiatives to improve conditions and funding for improvements for cycling and walking at the local level.
 - Support increased funding to the Bicycle Transportation Account available for local agencies.
 - Support legislative initiatives to require that new traffic actuated signals detect lawful bicycle traffic on the roadway.
 - Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.
 - Support programs beneficial to accessible pedestrian improvements and communities with limited means.
 - Support the inclusion of bicycle education programs (e.g. helmet laws, etc.) in public and private schools.
- i) **Carpooling:**
- Oppose measures to remove existing or restrict future High Occupancy Vehicle lanes.
 - Support measures to establish car sharing/station car programs.

j) SAFE Callbox and Freeway Service Patrol

- Support proposals to increase state funding of Freeway Service Patrol programs.
- Support development of a statewide callbox network that is well coordinated with the existing Service Authority for Freeway Emergencies (SAFE) callbox programs.

k) Safety

- Support increased funding for California Highway Patrol enforcement.
- Support legislative initiatives to improve safety for motorists, bicyclists and pedestrians.

8. Coordinate with Local, Regional and State Agencies and Organizations on Legislative Principles of Mutual Interest

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Priority Projects for Inclusion in a State Transportation Bond

March 2006

In February 2006, the Santa Cruz County Regional Transportation Commission (SCCRTC) resolved that if earmarked projects are to be included in a State Transportation Infrastructure Bond, that the SCCRTC should be formally consulted and that our priorities be included in any preliminary or final list of projects. The SCCRTC further defined priority projects as follows:

- **Regional Priority Routes – Congestion Relief**
 - Highway 1 Soquel/Morrissey Auxiliary Lane Project - \$8.5 million
 - Highway 1 Bay/Porter to Park Auxiliary Lane Project - \$15 million
- **Maintenance and Rehabilitation of Regional Roads**
 - Lump Sum Request of \$23 million per year
- **Transit**
 - Bus Diesel/CNG Conversion - \$6.8 million
- **Corridor Mobility**
 - Highway 1/9 Intersection (including bike/pedestrian crossing of Highway 1 near San Lorenzo River) - \$10 million
- **Non-Motorized Transportation**
 - Santa Cruz Coastal Trail Network - \$5 million
- **Traffic Operation System Improvements**
 - State Route 17 and State Route 1 - \$10 million