Santa Cruz County Regional Transportation Commission

AGENDA

Thursday, August 2, 2012
9:00 a.m.

NOTE LOCATION THIS MONTH
County Board of Supervisors
701 Ocean St.
Santa Cruz CA 95060

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

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

AGENDAS ONLINE
To receive email notification when the RTC meeting agenda packet is posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

COMMISSION MEMBERSHIP

Caltrans (ex-officio)                     Tim Gubbins
City of Capitola                        Kirby Nicol
City of Santa Cruz                      Don Lane
City of Scotts Valley                   Randy Johnson
City of Watsonville                     Eduardo Montesino
County of Santa Cruz                    Ellen Pirie
County of Santa Cruz                    John Leopold
County of Santa Cruz                    Mark Stone
County of Santa Cruz                    Neal Coonerty
County of Santa Cruz                    Greg Caput
Santa Cruz Metropolitan Transit District Dene Bustichi
Santa Cruz Metropolitan Transit District Lynn Robinson
Santa Cruz Metropolitan Transit District Ron Graves

The majority of the Commission constitutes a quorum for the transaction of business.
Article 8 Transportation Development Act Claims – only City and County representatives vote
Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote
1. Roll call

2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

MINUTES

4. Approve draft minutes of the June 14, 2012 Special Regional Transportation Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

5. Accept amendments to the Regional Transportation Improvement Program (RTIP) (Resolution)

BUDGET AND EXPENDITURES ITEMS

6. Accept status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

7. Accept monthly meeting schedule
8. Accept correspondence log

9. Accept letters from RTC committees and staff to other agencies – none

10. Accept miscellaneous written comments from the public on RTC projects and transportation issues

11. Accept information items

REGULAR AGENDA

12. Commissioner reports – oral reports

13. Director’s report – oral report
   (George Dondero, Executive Director)

14. Caltrans report and consider action items
   a. District Director’s report
   b. Construction projects update

15. Highway 1 Soquel/Morrissey Auxiliary Lane project update
   (Kim Shultz, Senior Transportation Planner)
   a. Staff report

16. 9:30 a.m Public Hearing – Resolution calling for a Special Election on November 6, 2012 asking voters to consider a $10 Vehicle Registration Fee (VRF) (Rachel Moriconi, Senior Transportation Planner)
   a. Staff report
   b. Resolution
   c. Fact Sheet

17. Update on State and Federal Legislation
   (Rachel Moriconi, Senior Transportation Planner)
   a. Staff Report
   b. MAP-21 Highlights
   c. State Bill Track

18. Adjourn to special meeting of the Service Authority for Freeway Emergencies

   No agenda items this month
19. Next Meetings

The next RTC meeting is scheduled for Thursday, September 6, 2012 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Dr., Scotts Valley, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, August 16, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

**HOW TO REACH US**

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

Watsonville Office
275 Main Street, Suite 450, Watsonville. CA 95076
(831) 768-8012
email: info@sccrtc.org / website: www.sccrtc.org

**HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS**

**Broadcasts:** Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV’s channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

**Agenda packets:** Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:

- Aptos Branch Library
- Branciforte Library
- Central Branch Library
- Scotts Valley Library
- Watsonville Library

For information regarding library locations and hours, please check online at www.santacruzpl.org or www.watsonville.lib.ca.us.

**On-line viewing:** The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Those receiving paper agendas may sign up to receive email notification when complete agenda packet materials are posted to our website by sending a request to info@sccrtc.org. Agendas are typically posted 5 days prior to each meeting.

**Newsletters:** To sign up for E-News updates on specific SCCRTC projects, go to www.sccrtc.org/enews.
HOW TO REQUEST

❖ 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.
MINUTES

Thursday, June 14, 2012
9:00 a.m.

City of Watsonville
275 Main Street, 4th Floor
Watsonville, CA 95076

1. Roll call

The meeting was called to order at 9:09 a.m.

Members present:
Aileen Loe (ex officio)  
Kirby Nicol
Don Lane  
Randy Johnson
Eduardo Montesino  
Ellen Pirie
Donna Ziel (Alt.)  
Steve Lustgarden (Alt.)
Neal Coonerty  
Greg Caput
Daniel Dodge (Alt.)  
Lynn Robinson
Ron Graves

Staff present:
George Dondero  
Luis Mendez
Yesenia Parra  
Kim Shultz
Cory Caletti  
Rachel Moriconi
Karena Pushnik  
Jason Laning

2. Oral communications - none

3. Additions or deletions to consent and regular agendas

Additional materials for Items 16 and 19 and replacement pages for Item 22 were distributed.

CONSENT AGENDA
(Lane, Pirie) Unanimous
MINUTES

4. Approved draft minutes of the May 3, 2012 Regional Transportation Commission meeting

5. Approved draft minutes of the May 17, 2012 Transportation Policy Workshop meeting

6. Accepted draft minutes of the May 3, 2012 Service Authority for Freeway Emergencies (SAFE) meeting

7. Accepted draft minutes of the May 15, 2012 Bicycle Committee meeting

8. Accepted draft minutes of the April 10, 2012 Elderly & Disabled Transportation Advisory Committee

POLICY ITEMS

   No consent items

PROJECTS and PLANNING ITEMS

   No consent items

BUDGET AND EXPENDITURES ITEMS

9. Accepted status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

   No consent items

INFORMATION/OTHER ITEMS

10. Accepted monthly meeting schedule

11. Accepted correspondence log

12. Accepted letters from RTC committees and staff to other agencies

   a. Letter to Steve Price, Caltrans Deputy Director regarding the rumble strip project in Santa Cruz County
   b. Letter to Senator Barbara Boxer regarding the Transportation Reauthorization Bill, MAP-21
   c. Letter to Steve Ando, City of Scotts Valley, City Manager regarding support for the City of Scotts Valley’s BTA grant funding application
d. Letter to Assemblymember Henry Perea regarding support of Local government transportation projects: special taxes: voter approval, ACA 23 (Perea)

13. Accepted miscellaneous written comments from the public on RTC projects and transportation issues

14. Accepted information items
   a. Local Revenue Measures in California-June 2012 Preliminary Results-CaliforniaCityFinance.com
   b. Fact Sheet-National Dump the Pump Day-Thursday, June 21, 2012

REGULAR AGENDA

15. Commissioner reports – oral reports

   None

16. Director’s report – oral report

   Commission Alternate Dodge arrived.

   Executive Director George Dondero thanked Commissioners Lane, Leopold, Pirie and Nicol for attending a May 30th Community Meeting about the Highway 1 Soquel/Morrissey Auxiliary Lanes Project, and reported that about 50 people attended. He also noted that on May 20th and 21st he joined the Santa Cruz Chamber of Commerce staff and 63 participants for a Community Leadership Visit to San Luis Obispo. He reported that transportation is expected to not have any major surprises in negotiations over the state budget, and that the House-Senate Conference Committee continues to debate the future of the next federal transportation act.

17. Caltrans report and consider action items

   Aileen Loe reported that Malcolm Dougherty was appointed Director of Caltrans by Governor Jerry Brown, after serving as Acting Director for the past year, and that a recruitment is still underway for the new director of District 5. She added that the California Transportation Commission (CTC) approved the allocation of $30.8 million in funds for the San Juan Road Interchange project, and that the Salinas Road project is making good progress. She also reported that Governor Brown is proposing a modified work week for state employees. She also noted that Caltrans has had to take a step back from the Scott Creek and Waddell Creek Bridge Replacement projects due to intermingling objectives that became unaffordable.

   In response to a question from Commissioner Nicol, Ms. Loe added that Caltrans is continuing to evaluate the Laurel Curve concerns on Highway 17.
18. Highway 1 Soquel/Morrissey Auxiliary Lane Project update

Senior Transportation Planner Kim Shultz and RTC Resident Engineer Bruce Shewchuk gave an update on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project. Bruce Shewchuk announced that two of the retaining walls have been completed, and work is advancing on the remaining required retaining walls. He said that the bridge is expected to be taken down around the end of July, with reconstruction to immediately follow. In response to a question from Commissioner Robinson, Mr. Shewchuk explained that there is still water seepage and efforts are being made to control the seepage and bring the water offsite.

A motion was made (Commissioner Pirie/Commissioner Montesino) to:

1. Accept this report on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project;

2. Approve the attached resolution (Resolution 25-12) authorizing the Executive Director to execute a Cooperative Agreement with Caltrans and the City of Watsonville providing habitat mitigation funding of $400,000 from the Highway 1 Soquel/Morrissey Auxiliary Lanes Project for the Watsonville Slough Restoration Project, Phase 2;

3. Authorize the Executive Director to execute an agreement with the Santa Cruz City Schools to provide a temporary construction easement for the construction of a multi-purpose path between Park Way Court and La Fonda Avenue; and

4. Authorize the Executive Director to execute an agreement with the City of Santa Cruz to provide an amount not to exceed $24,500 for the City to implement specific traffic control measures to promote motorist and non-motorist safety.

The motion passed unanimously.

19. FY 12-13 Transportation Development Act (TDA) Article 8 claim from the Community Traffic Safety Coalition, the Ride ‘n Stride program, and the Bike to Work program

Senior Transportation Planner Cory Caletti presented the FY 12/13 TDA Article 8 claim funding requests from two County Health Services Agency programs (Community Traffic Safety Coalition and Ride ‘n Stride) and the Bike to Work program. She explained that Ride ‘n Stride is an elementary school-based bicycle and pedestrian education program closely associated with the Community Traffic Safety Coalition and that the Bike to Work program provides increasingly more successful levels of bicycle promotional events.
throughout the County on an ongoing basis, which is consistent with the RTC’s Regional Transportation Plan.

Commissioner Pirie moved and Commissioner Lane seconded to approve by resolution the Transportation Development Act Article 8 funding requests from the Health Services Agency’s CTSC and Ride ‘n Stride programs, and the Bike to Work program in the amount of $100,000 and $50,000, respectively.

A roll call vote was taken, and the motion (Resolutions 26-12 and 27-12) passed unanimously with Commissioners Nicol, Lane, Johnson, Montensino, Pirie, Lustgarden, Coonerty, Caput, and Commission Alternate Ziel voting “aye.”

20. Local Transportation Funding Ballot Measure

Senior Transportation Planner Rachel Moriconi presented staff’s recommendation to place a ballot measure on the November 2012 ballot asking voters to authorize a $10 fee on registered motor vehicles, to be spent entirely in Santa Cruz County for repair and maintenance of local streets and roads, safer routes to school for school children, and safety and accessibility projects for pedestrians, including seniors and people with disabilities. She explained that the funding is needed because gas tax revenues continue to decrease, while population and vehicle miles continue to increase. She reported that the proposed ballot measure is based on extensive polling on ways to address the backlog of needs, and that doing nothing would only increase the deterioration of Santa Cruz County’s transportation system.

David Koch, Public Works Director for the City of Watsonville, explained that our local road system costs over $30 million per year to maintain, and yet we have only $13.5 million available.

Commissioners discussed several concerns regarding staff’s recommendation, including: the administrative costs of the measure and possible ways to reduce or eliminate such costs; whether this measure would conflict with other local and statewide ballot measures; the exact wording of the measure; the proposed 15% requirement for pedestrian-related funding; how the funds would be distributed among each district; the importance of stressing that the funds would be spent locally; whether to replace the TDA surplus funds that would be spent; whether CMA designation would still be required if the measure fails (Ms. Moriconi responded that the RTC would opt out of CMA designation in that scenario); whether there should be a sunset clause for the measure; and the importance of making a firm commitment.

Judy Nielsen of the Santa Cruz County Business Council expressed her full support for the Vehicle Registration Fee ballot measure proposal, adding that the fee is fair because it would be specific to the user.
Ted Burke, a past chair of the Santa Cruz County Business Council, urged the Commission to fully support the Vehicle Registration Fee ballot measure. He added that there will always be competing measures, but this one is different because we all see the need, and we all understand its purpose. He described the measure as simple, flexible, helpful, equitable, and affordable, and thanked Executive Director George Dondero and his staff for holding a public workshop on the matter.

Mark Dettle, director of Public Works for the City of Santa Cruz, also announced his support for the measure, agreeing that Santa Cruz County needs the funding that the proposed VRF would provide. He reasoned that cars are using less fuel, therefore there is less funding from gas taxes, which means there is less money available for roads.

Commissioner Johnson expressed his support for the concept of fixing roads, but noted that staff’s recommended VRF ballot measure is not risk free. He said the measure should be narrowed down in order to give it the best chance to win, and that right now that does not exist. Commissioner Johnson also said the message is too diluted and the administrative costs are too high.

Commissioner Coonerty moved and Commission Alternate Ziel seconded to:

1. Approve placing a ballot measure on the November 2012 ballot asking voters to authorize a $10 fee on registered motor vehicles, to be spent entirely in Santa Cruz County to maintain local streets and roads and build safe and accessible pedestrian and safe routes to school projects for school children, seniors and people with disabilities;
2. Approve components of the expenditure plan for the $10 vehicle registration fee;
3. Provide input on potential ballot language;
4. Direct staff to return to the August 2, 2012 RTC meeting for approval of the final ballot language, final expenditure plan and ordinance for the measure; and
5. Direct staff to initiate public education and outreach on the measure, in coordination with local jurisdictions and community leaders.

Commissioner Caput proposed an amendment to insert a sunset clause of 8 years, which Commissioner Coonerty rejected. No commissioner offered to second the proposed amendment.

Commissioner Pirie proposed an amendment to change the description of the administrative costs as “up to” 5%, with the understanding that it may be less than 5%. Commissioner Coonerty accepted this amendment to his motion.

The motion passed as amended, with Commissioner Johnson voting “no”.

21. Congestion Management Agency (CMA) re-designation
Commissioner Johnson and Commission Alternates Dodge and Lustgarden departed the meeting.

Senior Transportation Planner Rachel Moriconi explained that the RTC must be re-designated as the Congestion Management Agency (CMA) for Santa Cruz County in order to place a vehicle registration fee on the November 2012 ballot. She also reported that while many of the requirements of CMAs can or are already being done through other RTC programs and planning efforts, CMA designation will increase workloads for the RTC and local jurisdictions.

Commissioner Pirie moved and Commissioner Montesino seconded to approve staff’s recommendation that the Regional Transportation Commission request resolutions from the County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville re-designating the RTC as the Congestion Management Agency (CMA) for Santa Cruz County pursuant to California Government Code commencing with Section 65088.

The motion passed unanimously.

22. Amendments to the Fiscal Year (FY) 2011-12 Budget & Work Program

Deputy Director Luis Mendez reported that in order to accommodate expenses necessary to raise additional funds for transportation and due to expenditure and work trends, it is necessary to consider further amendments to the FY 11-12 budget and work program.

Commissioner Pirie moved and Commissioner Graves seconded to approve by resolution the staff recommendations to:

1. Amend the FY 11-12 Budget and Work Program as shown on Exhibit A of Attachment 1;
2. Amend the RTC FY 2011-12 Transportation Development Act (TDA) claims to add $250,000 in estimated surplus TDA revenues; and
3. Authorize borrowing from the Regional Surface Transportation Program Exchange (RSTPX) fund for the Highway 1 Soquel to Morrissey Auxiliary Lanes construction project.

With the addition that the RTC intends to distribute $250,000 in future TDA surplus revenues to the various recipients of TDA funds in accordance with the formula established by the RTC in its rules and regulations.

The motion (Resolution 28-12) passed unanimously.

23. Continuing Cooperative Agreement (CCA) with the Association of Monterey Bay Area Governments (AMBAG)

Deputy Director Luis Mendez reported that AMBAG receives federal transportation planning funds, some of which are passed on to the Regional
Transportation Planning Agencies (RTPA) to perform federally required transportation planning functions, and that AMBAG, RTC and TMC worked to develop a continuing cooperative agreement meeting federal requirements to divide the federal transportation planning funds.

Commissioner Lane moved and Commissioner Robinson seconded to authorize the Executive Director to execute a continuing cooperation agreement (CCA) with the Association of Monterey Bay Area Governments (AMBAG) for Federal Highway Administration (FHWA) Planning (PL) funds for work performed by the RTC.

The motion passed unanimously.

24. Rail Operator Administration Coordination and Licenses Agreement

Deputy Director Luis Mendez responded to a question from Commissioner Coonerty, explaining that thresholds for the number of passengers remain in the agreement as previously established, but that Iowa Pacific Holdings expects a higher number of passengers than that.

Paul Chrisman, RTC rail negotiator, participating via teleconference, highlighted the substantive changes in the agreement, including those relating to possible future extension of service, a special event fee, temporary rail car storage, future third-party agreements, storage fees, insurance limits, and liabilities.

Commissioner Pirie moved and Commission Alternate Ziel seconded to approve the draft administration, coordination and license agreement for the operator of the Santa Cruz Branch Rail Line (Branch Line).

The motion passed unanimously.

25. Adjourn to special meeting of the Service Authority for Freeway Emergencies

No agenda this month

26. Next Meetings

The next RTC meeting is scheduled for Thursday, August 2, 2012 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Dr, Scotts Valley, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, August 16, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.
Respectfully submitted,

Jason Laning, Staff

Attendees

Judy Nielsen  Santa Cruz County Business Council
Ted Burke  Santa Cruz County Business Council
David Koch  Watsonville Public Works
Anais Schenk  AMBAG
Katie LaBaron  SCCoHSA
Bruce Shewchuk  PB
Steve Wiesner  County DPW
Mark Dettle  Santa Cruz DPW
Theresia Rogerson  HAS/CTSC
Piet Canin  EA
TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: 2012 Regional Transportation Improvement Program (RTIP) Amendments

RECOMMENDATION

Staff recommends that the Regional Transportation Commission:

1. Adopt a resolution (Attachment 1) amending the 2012 Regional Transportation Improvement Program (RTIP) to reflect updates to projects.

BACKGROUND

The Santa Cruz County 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. The Regional Transportation Improvement Program (RTIP) for Santa Cruz County is a list of transportation projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years.

Project sponsors routinely submit updates on projects that were previously approved for funding by the RTC. Changes in project scope, schedule, and funding information must be amended into the Regional Transportation Improvement Program (RTIP). Following approval by the RTC, changes to federally-funded projects must also be amended in the Federal Transportation Improvement Program (FTIP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). Changes to State Transportation Improvement Program (STIP)-funded projects are subject to concurrence from the California Transportation Commission (CTC).

DISCUSSION

Staff recommends that the RTC adopt a resolution (Attachment 1) amending the 2012 Regional Transportation Improvement Program (RTIP) and RTC Budget and Work Program (where appropriate) to reflect updates to projects, as summarized in Exhibit A of the Resolution.

SUMMARY

Staff recommends that the RTC amend the 2012 RTIP to reflect updates to projects previously programmed to receive various state and federal funds.

Attachment: Resolution

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of August 2, 2012
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE
2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FOR SANTA CRUZ COUNTY

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) adopted the 2012 Regional Transportation Improvement Program on December 1, 2011 consistent with the Santa Cruz County Regional Transportation Plan (RTP), state law (including SB 45) and the California Transportation Commission’s (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors and Caltrans District 5;

WHEREAS, the RTC is responsible for programming and monitoring use of various state and federal transportation funding sources;

WHEREAS, the RTC is responsible for amending the Regional Transportation Improvement Program (RTIP) to reflect accurate project scope, schedule and cost; and

WHEREAS, RTC policy requires local project sponsors to obtain SCCRTC concurrence in amendments or other requests for proposed changes to RTC-funded projects,

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The 2012 Regional Transportation Improvement Program for Santa Cruz County is hereby amended to reflect the most current scope, funding, and schedule information to previously programmed projects as shown in Exhibit A.

2. The RTC Budget and Work Program are hereby amended to reflect changes to projects and funds listed in the RTC budget.

3. The California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) are requested to reflect these amendments in the State
Transportation Improvement Program (STIP) and Federal Transportation Improvement Program (FTIP), respectively.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

___________________________
Kirby Nicol, Chair

ATTEST:

___________________________
George Dondero, Secretary

Exhibit A: 2012 RTIP Amendments

Distribution: AMBAG, Project Sponsors, RTIP files

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### Exhibit A

2012 Regional Transportation Improvement Program (RTIP)

Amendments to Previously Approved Projects

August 2, 2012

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<td>RTC 27</td>
<td>Monterey Bay Sanctuary Scenic Trail Network</td>
<td>Shift $300,000 in Federal Earmark Construction funds to &quot;other&quot; to reflect increased cost of Master Plan development resulting from additional public meetings and increased public comments.</td>
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<td>RTC 28</td>
<td>Hwy 1 Auxiliary Lanes: Soquel Ave to Morrissey Blvd</td>
<td>Reduce CMIA funds by $2,407,000 (from $16.19M to $13.78M) to reflect bid savings and CTC action reducing CMIA.</td>
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<td>Hwy 1/17 Merge Lanes</td>
<td>Reflect that CTC increased STIP for construction by $673k as the result of final settlement with the contractor.</td>
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**Note:**

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Note:
\Rtcserv2\internal\FISCAL\TDA\MonthlyReceipts\[FY12-13.xlsx\]FY2012
## Santa Cruz County Regional Transportation Commission
### THREE MONTH MEETING SCHEDULE

**August 2012 Through October 2012**

All meetings are subject to cancellation when there are no action items to be considered by the board or committee. Please visit our website for meeting agendas and locations [www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/).

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Meeting Day</th>
<th>Meeting Type</th>
<th>Meeting Time</th>
<th>Meeting Place</th>
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<tr>
<td>08/02/12</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
<td>9:00 am</td>
<td>County Board of Supervisor Chambers</td>
</tr>
<tr>
<td>08/13/12</td>
<td>Monday</td>
<td>Bicycle Committee</td>
<td>6:30 pm</td>
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<tr>
<td>08/14/12</td>
<td>Tuesday</td>
<td>Elderly &amp; Disabled Transportation Advisory Committee - CANCELLED</td>
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<tr>
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<td>Interagency Technical Advisory Committee</td>
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<tr>
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<td>Scotts Valley City council Chambers</td>
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<td>Interagency Technical Advisory Committee</td>
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Commission Offices - 1523 Pacific Ave- Santa Cruz, CA

Board of Supervisors Chambers/CAO/RDA Conference room-701 Ocean St-5th floor-Santa Cruz, CA

City of Capitola-Council Chambers-420 Capitola Ave-Capitola, CA

City of Santa Cruz-Council Chambers-809 Center St-Santa Cruz, CA

City of Scotts Valley-Council Chamber-1 Civic Center Dr-Scotts Valley, CA

City of Watsonville-Council Chambers-275 Main St Ste 400-Watsonville, CA

\10.10.10.11\shared\RTC\TC2012\3 month meeting calendar.docx
<table>
<thead>
<tr>
<th>Date</th>
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<td>Steve</td>
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<td>City of Scotts Valley</td>
<td>David</td>
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<td>SCCRTC, Bicycle Committee Chair</td>
<td>Letter of Support for the City of Scotts Valley's BTA Grant Funding Application</td>
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<td>Caltrans, District 5</td>
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</table>
Dear Regional Transportation Commission members,

Please continue to preserve at least 15% of the funds for use on safe routes to schools or to improve sidewalks for the elderly and disabled.

Best Regards,
Yosi Almog
146 Van Ness Ave.
Santa Cruz, CA 95060

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you again.

Cathy Judd, Administrative Assistant
Santa Cruz County Regional Transportation Commission
Santa Cruz 831.460.3200 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060

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-----Original Message-----
From: Melissa Cline [mailto:melissa.s.cline@gmail.com]
Sent: Monday, July 09, 2012 10:52 AM
To: info@sccrtc.org
Subject: In support of the planned November ballot initiative

Hello,

While I will be unable to attend the workshop on Thursday, I wanted to write to add my voice of support to the planned November ballot measure, so long as at least 15% of the funding will go towards projects for safe cycling and pedestrian routes.

Cheers,

Melissa Cline
160 Belmont St, #D
Santa Cruz, CA 95060

*****************************************

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you again.

.................................................

Cathy Judd, Administrative Assistant
Santa Cruz County Regional Transportation Commission
Santa Cruz 831.460.3200 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060
Follow our social networks for the latest RTC news
To the RTC members:

As a long time member of People Power, I’m a strong supporter of safe side walks and bike lanes; and urge you to support the November ballot initiative with the continued preservation of at least 15% of funds to be used on safe routes to school and bike/pedestrian projects. Thank you for attention to this important matter.

Sincerely,  
Wandis Wilcox  
1860 Via Pacifica, #1201  
Aptos, CA 95003

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you again.

Cathy Judd, Administrative Assistant  
Santa Cruz County Regional Transportation Commission  
Santa Cruz 831.460.3200 | Watsonville 831.768.8012  
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news
From: Reed Searle [mailto:hrsearle@sbcglobal.net]
Sent: Tuesday, July 17, 2012 1:04 PM
To: sccrtc; Mark Dettle
Subject: for George Dondero, re the $10 Vehicle Reg fee proposal

I encourage the group that is quarterbacking the proposal will include in the ballot question or the supporting argument a reference to improving bicycle routes and bicycle safety. I think that adding some appropriate language would cement support from bicycling groups. If it is not felt appropriate to put reference to bicycles in the ballot question itself, mention in the argument would be helpful, in the section which promises to devote at least 15% to alternate transportation.

H Reed Searle
114 Swift St
Santa Cruz, Ca. 95060
phone 831-425-8721

Hi Reed Searle –

Thank you both for your thoughtful comments and for attending the workshop on July 12 on the Vehicle Registration Fee proposal. References will be included in the argument and outreach materials about the benefits of local street improvements to all modes of transportation – auto, bus, bicycle, and pedestrian.

Regarding the ballot language, we’re proposing to use the words “safe routes to schools” based on the high level of support indicated in polling results and conversations with entities such as Ecology Action and People Power.

Karena Pushnik, Senior Planner/Public Information Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news
Investing in infrastructure is investing in our future

GARY MERRILL and BILL TYSELLING

Anyone driving, bicycling, walking or riding on a bus along our local roads knows that improvements are needed. This November, voters can do something about it.

Local jurisdictions and the Regional Transportation Commission (RTC) regularly hear from residents that roadways need repairs, children need safer ways to get to school, and that better sidewalks are needed for seniors and people with disabilities. Deteriorated roadway conditions are not unique to Santa Cruz County. Nationwide 32 percent of America's major roads are in poor or mediocre condition, and those conditions are costing drivers about $67 billion annually for increased fuel consumption, damage to vehicle body, worn tires and premature wear. That's about $324 per driver, according to a 2012 research report.

Local roads form the backbone of our community, and the diverse needs of residents and businesses depend on streets being in good condition. When infrastructure deteriorates, the community is burdened with decreased system reliability, roadway disruptions and additional expenses. While local public works departments are committed to addressing needs of the community, there is simply not adequate funding to maintain all of our streets.

Gas taxes, the primary source of funds to maintain and improve our roads, are collected per gallon; so while gas prices have increased, the purchasing power of gasoline taxes have been eaten away by inflation and increased vehicle fuel efficiency. Given that state and federal sources are unreliable and cover less than half of what it costs to maintain and operate the local transportation system, the community will need to take a proactive step in order to fix more roads. Based on input from residents, environmental groups and businesses, a $10 vehicle registration fee is a step in the right direction. The approximately $2 million a year in revenues would be used by cities and the county of Santa Cruz to repair potholes, maintain roads, and improve safety and access for pedestrians, seniors, disabled people and schoolchildren in Santa Cruz County.

In order to ensure that all of the funds from the proposed November ballot measure are spent properly, cities and the county will be required to report each year on which roadways were repaired and how they intend to use the next year's revenues. Members of the community will provide input on specific projects directly to their local jurisdiction. All funds will also be subject to independent fiscal audits.

Investing in our infrastructure is an investment in our future. The $10 fee will allow local jurisdictions to fix more roads, protect the reliability of our transportation system, reduce wear and tear on personal vehicles and improve safety for all users of our local transportation system.

The RTC has invited the community to provide feedback on the proposed ballot measure. A workshop will be held on today from 4-6 p.m. at the RTC Conference Room — 1523 Pacific Ave., Santa Cruz. Input will be integrated into the final Expenditure Plan and ballot language, to be considered by the RTC board on Aug. 2.

Gary Merrill is executive director of the Santa Cruz County Business Council. Bill Tysseling is executive director of the Santa Cruz Chamber of Commerce.
NEWSWORTHY

- Timothy M. Gubbins has been appointed Caltrans District 5 Director. Tim has served as the Deputy District 5 Director of Project Management for the last 12 years. He has also acted in the project management capacity in Caltrans Headquarters and Central Region, and has worked in construction, design, and special studies. Tim is a licensed civil engineer.

- Rick Land has been appointed Chief Deputy Director by Governor Jerry Brown. Rick has served as acting chief deputy director since 2011. He was chief engineer and deputy director for project delivery from 2005 to 2011 and served in multiple positions within Caltrans.

- Caltrans is transitioning to a New Race Conscious Disadvantaged Business Enterprise Program for all Federal-aid transportation projects. This will expand the contract goals for federally funded projects authorized on and after July 1, 2012 to include all Disadvantaged Business Enterprise groups. More information about this program can be found at the following link: http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html

LOCAL HIGHLIGHTS

Caltrans recently awarded $48.5 million in Safe Routes to School Program funds for 139 projects statewide. In Santa Cruz County this includes:

- $550,000 to construct a pedestrian path and bridge near Vine Hill Elementary School and Scotts Valley High School in Scotts Valley.

- $340,000 to construct curb ramps, upgrade crosswalks, signs and pavement markings at 34 intersections which include Ann Soldo, Freedom, H.A. Hyde, Landmark, Linscott Charter, Mintie, Moreland Notre Dame, Radcliff, Starlight and T.S MacQuiddy Elementary Schools and E.A. Hall, Cesar E. Chavez and Rolling Hills Middle Schools in Watsonville.

Please Submit Maintenance Service Requests at the Following Link: http://www.dot.ca.gov/hq/maint/msrsubmit/
## PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR AUGUST 2, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

### COMPLETED CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hwy. 17</td>
<td>Near Scotts Valley from south of West Vinehill Rd. to south of Vinehill Rd. (PM 7.0-7.3)</td>
<td>Construct soldier pile wall</td>
<td>June 2009 - June 19, 2012</td>
<td>$1.5 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (PD)</td>
<td>HSR Inc, Santa Clara</td>
<td>Work completed 6/14/12 and accepted on 6/19/12</td>
</tr>
</tbody>
</table>

### CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
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<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Hwy. 1</td>
<td>Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)</td>
<td>Construct new interchange</td>
<td>April 2010 - Fall 2012</td>
<td>$12 Million</td>
<td>STIP/CMIA</td>
<td>Caltrans</td>
<td>Richard Rosales (PD)</td>
<td>Desilva Gates Construction LP, Dublin</td>
<td>Hwy. 1 Detour still in place. Final Salinas Road completed 5/16—traffic now on new Salinas Road bridge.</td>
</tr>
<tr>
<td>3. Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)</td>
<td>Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass</td>
<td>Pavement Rehabilitation (hot mix asphalt on existing pavement)</td>
<td>April 15, 2012 - Fall 2012</td>
<td>$12M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Luis Duazo (BR)</td>
<td>Pavex Construction Division, Watsonville</td>
<td>Night work with alternating lane and ramp closures</td>
</tr>
<tr>
<td>4. Santa Cruz Highway 1 Median Barrier (0S3104)</td>
<td>Highway 1 in Santa Cruz (17.5-18.2)</td>
<td>Construct colored and textured Median Barrier</td>
<td>April 23, 2012 - Fall 2012</td>
<td>$1.6 M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (JW)</td>
<td>Toms Septic Construction, Salinas</td>
<td>Alternating lane closures, primarily overnight</td>
</tr>
</tbody>
</table>
## CONSTRUCTION PROJECTS

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<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 9 Grind and Replace (0S0804)</td>
<td>In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)</td>
<td>Cold plane and hot mix asphalt and repaving</td>
<td>Spring 2012—end of July 2012</td>
<td>$350,000</td>
<td>Highway Maint.</td>
<td>Caltrans</td>
<td>Kelly McClain (JW)</td>
<td>Pavex Construction Div., San Jose</td>
<td>Nighttime One-way traffic or alternating lane closures M-F 9pm to 6 am</td>
</tr>
<tr>
<td>Hwy. 9 Holiday Lane Improvements (0K2304)</td>
<td>Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)</td>
<td>Construct Viaduct, Upgrade guardrail</td>
<td>Summer 2012 – Winter 2013/14</td>
<td>$1.3 M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Steve DiGrazia (JW)</td>
<td>Pavex Construction Div., Watsonville</td>
<td>Contract awarded May 23 and approved June 19. Work anticipated to begin sometime in August.</td>
</tr>
<tr>
<td>Hwy. 17 Santa’s Village Road Guardrail (0G4004)</td>
<td>Near Scott’s Valley from just north of Santa’s Village to Crescent Drive (PM 6.1-6.6)</td>
<td>Construct concrete guardrail</td>
<td>January 2011-August 2012</td>
<td>$3 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (PD)</td>
<td>Gordon N. Ball Inc., Alamo</td>
<td>Contract work completed. In plant establishment Punch list items to be completed by August.</td>
</tr>
</tbody>
</table>

## PROJECTS IN DEVELOPMENT

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
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<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)</td>
<td>Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)</td>
<td>Upgrade Metal Beam Guard Rail, other improvements</td>
<td>Winter 2013 - Summer 2013</td>
<td>$ 2.3 M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing</td>
<td>PS&amp;E/RW</td>
<td>Scheduled to be advertised early 2013</td>
</tr>
<tr>
<td>Hwy. 1 Guardrail/Crush Cushions (0M970_)</td>
<td>Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)</td>
<td>Upgrade guard rail, end treatments</td>
<td>Summer 2012 – Summer 2013</td>
<td>Total $2.8M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing</td>
<td>PS&amp;E</td>
<td>Schedule to be advertised July 2012 and Award Sept. 2012.</td>
</tr>
</tbody>
</table>
AGENDA: August 2, 2012

TO: Regional Transportation Commission

FROM: Kim Shultz, Senior Transportation Planner
       Karena Pushnik, Senior Transportation Planner
       Tegan Speisier, Senior Transportation Planner

RE: Highway 1 Soquel/Morrissey Auxiliary Lanes Project

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) accept the monthly report on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project, including efforts to minimize community disruption associated with the removal of the La Fonda Avenue Overcrossing.

BACKGROUND

On January 5, 2012, the RTC authorized a construction contract with RGW Construction for work to begin on the Highway 1 Soquel/Morrissey Auxiliary Lanes project. A Notice to Proceed was issued to the contractor on February 3, 2012, following receipt of performance bonds and insurance certificates.

DISCUSSION

RTC Resident Engineer, Bruce Shewchuk, will present an oral report on current construction activities and will respond to questions. The date for removal of the La Fonda Avenue Overcrossing has now been scheduled to begin on Monday, August 6th. The highway will be closed completely for two nights in each direction for removal of the bridge generally between the hours of 11:00pm and 5:00am. Alternate routes are limited, with freeway traffic being diverted via Soquel Avenue and Morrissey Boulevard, respectively, during the freeway closure.

Extensive efforts have been taken and additional work lies ahead in preparation of the bridge removal. All utilities have been successfully relocated to allow bridge demolition and subsequent reconstruction without disruption of services to the surrounding neighborhood. Meanwhile, construction has focused on the four retaining walls located in the low lying corners of the construction area during these dry summer months. This work is nearly complete and will provide better access to the continuing work on the slopes and new bridge abutments.

Meanwhile, work is underway outside of the highway area to improve safety and promote non-motorized travel to area schools. Reconstruction of the multi-use path
between Park Way Court and La Fonda Avenue to improve access to Harbor High School has now begun. Similarly, sidewalks are being constructed along Rooney Street between Pacheco Avenue and Elk Street, and on Morrissey Boulevard between Pacheco Avenue and San Juan Avenue to improve pedestrian safety and extend the safe routes to DeLaveaga Elementary School established by the City of Santa Cruz.

The multi-use path and sidewalks are being constructed using a concrete additive from a by-product manufactured by sequestering greenhouse gas-producing carbon dioxide from the Moss Landing power plant. Application of this product is one of several pilot efforts using carbon emissions in the production of a range of building materials and consumer products.

In addition to these construction activities, a number of other activities are underway to minimize congestion and disruption to the community and neighborhood schools as a result of the temporary removal of the La Fonda Avenue Overcrossing.

**Community Outreach Concerning La Fonda Bridge Demolition**

**Community Meeting** - A public meeting was held in May to discuss not only the demolition and reconstruction process, but also to prepare neighbors, commuters and DeLaveaga Elementary and Harbor High student households about what to expect without the bridge for 6-8 months. Flyers with information about the La Fonda Bridge and the community meeting were mailed to all households and businesses in the affected area.

**Media** – RTC staff has been working with local media to get the word out about the bridge demolition and reconstruction plan. Articles have appeared in local newspapers, online media, discussion forums and blogs, and on radio. Staff will continue to encourage local media to get information out about the absence of the La Fonda bridge and encouraging drivers to allow additional time, and be extra cautious, especially in school areas.

**RTC Online** – Staff have included stories on the RTC website home page news-feed, as well as on the project page. In addition, a number of Facebook stories have featured new or referenced information about the project. New pages have been added on the RTC’s Commute Solutions website for both DeLaveaga and Harbor High to provide details about the school-based transportation programs that will operate during the construction period.

**Flyers** – RTC staff will flyer local residences 1-2 weeks in advance of the bridge demolition date.

**eNews** – There are over 650 people currently signed up to receive eNews (email notices) about the Highway 1 Soquel/Morrissey Auxiliary Lanes project. Included in the list are commuters, neighbors, agency, and local government representatives.
In addition the list includes representatives of relevant law enforcement, fire and emergency services.

**Schools** – RTC staff have met with representatives from both DeLaveaga Elementary and Harbor High schools to discuss the impact of the bridge closure and travel demand strategies. In addition to the travel demand strategies detailed below, staff is working with each school to post materials on school websites and other outreach mechanisms, disseminate materials via parent distribution lists, and make materials available at events held before and in the early phase of the new school year. More information about the student shuttle, required by the environmental document, to be offered to those students currently walking or bicycling across the La Fonda Bridge to school is included in a separate section below.

**Travel Demand Management Strategies**

In cooperation with schools and the City’s Safe Routes to School planner, RTC’s Commute Solutions staff is implementing school-based travel demand strategies to help reduce traffic and improve safety around the two schools most affected by the removal of the La Fonda Overcrossing – DeLaveaga Elementary and Harbor High. To design effective strategies for each school, RTC staff conducted an analysis of how far students travel from their homes to school along with other factors such as the age of the students, and travel options most readily available.

**DeLaveaga Elementary School** – Given the young age of the students, and the fact that there is no public bus service serving this neighborhood, carpooling is the main travel strategy being promoted at DeLaveaga along with biking and walking. Towards this end, the RTC is providing families with an easy to use online carpool matching and scheduling service that allows parents to take turns driving their children to school with their neighbors. Bike-pools and walking-pools can also be organized through this system. In addition, RTC is helping fund the continuation of Ecology Action’s successful Boltage program that provides rewards and prize drawings to students who use travel alternatives to get to school. This year, the Boltage program will also include students who carpool and ride a bus to school in addition to the students who commute by walking and biking. (As an indicator of its past success, between Jan – March 2012, 154 DeLaveaga students who either biked or walked to school and who participated in the Boltage program eliminated 2,300 driving trips!) As a final carrot, parents who form new carpools with their neighbors are eligible to participate in RTC’s Ca$h for SchoolPools incentive program that rewards new carpoolers with a $25 gas gift card after completing twelve round trips by carpool to school. The RTC will be entering into small contractor agreements with Ecology Action for Boltage and carpoolschool.com for ridematching and scheduling services.

**Harbor High School** – With 50% of Harbor High students residing within a quarter mile of Santa Cruz Metro bus routes 66, 69, and 71, riding the bus to school is an excellent travel option during construction. Commuting to school by Santa Cruz Metro buses is the main travel strategy being promoted at the secondary school.
along with biking and walking. To foster the use of this mode, RTC’s Commute Solutions staff is implementing a Youth Transit Ambassador Program. This student lead initiative provides Harbor High students with the opportunity to access transit information at school as a means to encourage and enhance the use of public transit. Under the direction of RTC staff, volunteer youth ambassadors will be trained to educate their peers in the use of local bus transit. Utilizing route maps, schedules, and fare information, youth ambassadors will set up permanent and monthly displays to encourage bus use and answer questions. Other responsibilities may include making public announcements at assemblies to promote the program, communicating route and schedule needs, as well as administering promotional contests, surveys, and prize drawings that include bus passes and other student-valued incentives.

Student Shuttle

As previously reported, the Transportation Management Plan for the project provided funding for the operation of a student shuttle primarily oriented to serve students at Harbor High School living in the Prospect Heights neighborhood. The shuttle would begin operation at the start of the upcoming school year and continue until the La Fonda Avenue Overcrossing is reopened, anticipated to take 6 to 8 months. Staff prepared and distributed a Request for Proposals (RFP) to 5 student transit operators and has created an evaluation committee comprised of the City of Santa Cruz, Santa Cruz METRO, and the University of California – Transportation & Parking Services for assistance in planning this service.

RTC staff will present the service recommendation and proposed contract at the Transportation Planning Workshop on August 16th. Meanwhile, RTC staff has initiated outreach to the eligible student households to publicize the proposed service and generate community input to best design the service plan. A meeting is currently scheduled to be held with student families and the shuttle provider on Wednesday, August 22nd to work out final details.

Construction Financial Status

As of this writing, there have been no contract change orders processed through this reporting period, nor any claims or potential claims registered by the contractor. The contractor has submitted a letter notifying RTC’s construction engineer of differing site conditions over that anticipated in the plans and specifications. The project team is currently evaluating an appropriate resolution and any design modifications that may be necessary. RTC’s construction engineer will provide a thorough status report at the August TPW meeting, if necessary.

Through 5 months of construction activity, the approved progress payments total $2,386,156. As of this writing the progress payment for the current period is still under review by the construction engineer and will be reported at the next meeting.

Following is the current contractor cost accounting:
Updated Contract Amount     $ 9,950,639  
Contingency Balance (10%)   $ 993,864    
Approved Contract Budget   $10,944,503 
Progress Payments To Date   $ 2,386,156  
Remaining Contract Budget   $ 8,558,347  

Some contract change orders are anticipated in the coming weeks, including: work on the multi-use path between Park Way/La Fonda, sidewalk extension on Rooney, and the north slope drainage needs uncovered during initial project work. The multi-use path and sidewalk extension were expected work elements and are included in the project budget separately from the main construction contract; therefore, they will not impact the contingency balance. Before the project construction began, the RTC approved a set of policies for contract change orders and established a contract change orders ad-hoc committee. It has not been necessary to convene the ad-hoc committee up to this point but if any contract change order is over $100,000, the ad-hoc committee will be convened.

SUMMARY

Removal of the La Fonda Avenue Overcrossing is now scheduled to begin on August 6th. The highway will be closed completely for two nights in each direction for removal of the bridge generally between the hours of 11:00pm and 5:00am. Alternate routes are limited, with freeway traffic being diverted via Soquel Avenue and Morrissey Boulevard, during the freeway closure. Extensive efforts have been taken and additional work lies ahead to minimize disruption to the community and neighborhood schools. There has been extensive community outreach via a community meeting in May, RTC Online and eNews messages, through the local media and school communication channels. RTC’s Commute Solutions staff has developed school-based travel demand management strategies particular to DeLaveaga Elementary School and Harbor High School.
TO: Regional Transportation Commission  
FROM: Rachel Moriconi, Senior Transportation Planner  
RE: Ballot Measure for Local Road Improvements

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive a verbal update regarding the private campaign for the ballot measure;
2. Conduct a public hearing and receive public comment on the proposed ballot measure asking voters to authorize a $10 annual fee on registered motor vehicles, to maintain local streets and roads and build safe and accessible pedestrian and safe routes to school projects for seniors, people with disabilities, and school children; and
3. Adopt a resolution (Attachment 1) making findings, approving specific ballot measure text, including the expenditure plan, and taking actions to place the measure on the November 6, 2012 ballot, if the RTC determines that there is strong support for the measure.

BACKGROUND

In recognition that existing state, federal, and local revenues are insufficient to operate and maintain the local street and road system at the level necessary to adequately serve the public, including multi-modal transportation components, the RTC voted at its June 14, 2012 meeting to place a ballot measure on the November 2012 ballot asking voters to authorize a $10 fee on registered motor vehicles to maintain local streets and roads and build safe and accessible pedestrian and safe routes to school projects. The RTC approved components of the expenditure plan at that meeting and directed staff to return to this meeting with the final ballot language and expenditure plan.

A $10 increase in Santa Cruz County vehicle registration fees would generate over $2 million per year in reliable funds, dedicated to local transportation projects. This is far from enough funding to fully address the backlog of needs, but is part of a multipronged effort and would be an incremental step towards protecting the community’s vital infrastructure network and allow local jurisdictions to leverage other grant funding.

DISCUSSION

Revenues from the proposed new $10 local vehicle registration fee would be dedicated for use on two program categories: (1) local street and road maintenance and repairs; and (2) safe routes to schools and pedestrian projects for seniors and people with
disabilities. No less than 15% of the funds would be used countywide on safe routes to schools and pedestrian projects at least every five years.

Revenues from the measure would be allocated to local jurisdictions using the following distribution formula: population of each jurisdiction modified for a minimum guaranteed amount of $115,000 for each jurisdiction. Local jurisdictions will be required to provide annual reports at public meetings of how funds were used in the prior year and approve a list of projects on which the jurisdiction plans to use the funds over the following three years.

A Fact Sheet which includes a summary of the proposed ballot measure is attached (Attachment 2).

**Community Input and Support for Ballot Measure**

The ballot measure has been developed based on input received at public workshops, a March 2012 poll of likely voters, input from community organizations, and ongoing public input provided to the RTC on transportation system needs.

A broad cross section of leaders from the business, safety, public works, environmental, and educational communities have indicated strong support for a November 2012 ballot measure for a $10 vehicle registration fee. Several organizations have already or plan to endorse the ballot measure.

While strong, enthusiastic community support for the measure has been expressed, a recent poll of likely voters, conducted jointly with the City of Santa Cruz and County of Santa Cruz, found that 65.8% of likely voters would support the vehicle registration fee, when considered in combination with the other revenue measures planned for the November 2012 ballot. Given that the measure would require approval by two-thirds of voters (66.7%); this means that a robust private-sector campaign is requisite to success. **Staff recommends that the RTC receive a verbal update on the private sector campaign at this meeting.**

**Public Hearing**

A public hearing has been noticed for 9:30a.m. **Staff recommends that the RTC conduct the public hearing and take public comment on the proposed ballot measure.**

**Resolution**

Attachment 1 is a resolution calling for an election to be held on Tuesday, November 6, 2012 for the purpose of submitting the local transportation vehicle registration fee to the voters. This Resolution includes the language of the ballot measure and the text of the expenditure plan.

**If the RTC determines that there is sufficient strong support for the measure, staff recommends that the RTC adopt the attached resolution placing the $10 vehicle registration fee on the November 6, 2012 ballot (Attachment 1).**
If a robust campaign for the measure is not mobilized before the RTC meets on August 2, staff recommends that the RTC, local jurisdictions and the broad cross section of community organizations that have demonstrated strong support for addressing the backlog of transportation needs continue working together to educate the community on Santa Cruz County’s multi-modal transportation network and funding options. As noted earlier, a $10 annual vehicle registration fee is just one part of a multipronged effort to address funding shortfalls, and strategies to be pursued by this coalition could include placing a revenue measure on a future ballot and working with legislators and other entities to address funding shortfalls at the state and federal level.

Notably, the RTC has the option of whether or not to publish the full text of the measure which is being submitted to the voters in the voter pamphlet prepared by the County Elections Department and mailed to each registered voter. In Santa Cruz County some entities do provide the full text of their measure, while others provide a summary of the measure, with the full text available online and available to be sent to voters that request it. The County Elections Department has informed staff that the cost likely would not differ. Depending on the total number of registered voters, postage, and printing costs, the cost to the RTC is currently estimated at $1.00 to $1.50 per registered voter. Therefore staff recommends including the full ballot text in the voter pamphlet. The current number of registered voters is approximately 147,000.  The RTC must file the measure with the County Elections Department no later than August 10, 2012 in order to appear on the November ballot.

**Congestion Management Agency Designation**

State law restricts placing a $10 vehicle registration fee on the ballot to countywide transportation planning agencies that are designated as the County Congestion Management Agency (CMA). The CMA must be designated by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. As of July 23, 2012, the County of Santa Cruz and cities of Capitola, Santa Cruz, and Watsonville have done so, with the City of Scotts Valley scheduled to consider the CMA designation on August 1.

**SUMMARY**

The Regional Transportation Commission has been investigating local funding strategies to address at least a portion of the significant backlog of transportation system needs in Santa Cruz County. Based on input received from the community, the RTC has developed a proposed ballot measure asking voters to authorize a $10 annual fee on registered vehicles dedicated to local street and road maintenance, safe routes to schools infrastructure, and pedestrian projects. If the RTC decides to move forward with this measure on the November 6, 2012 election, staff recommends that, following a public hearing, the RTC adopt the attached resolution (Attachment 1).

Attachments:
1. Resolution
2. Fact Sheet
RESOLUTION ORDERING AN ELECTION FOR VOTER APPROVAL OF A VEHICLE REGISTRATION FEE FOR LOCAL TRANSPORTATION IMPROVEMENTS, REQUESTING COUNTY ELECTIONS TO CONDUCT THE ELECTION AND REQUESTING CONSOLIDATION OF THE ELECTION; AND ADOPTING AN EXPENDITURE PLAN, FINDINGS OF FACT, AND BALLOT LANGUAGE

WHEREAS, the County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville operate, maintain, and make improvements to the local street and road network, which includes over 1,800 lane miles of roads, traffic signals, sidewalks, bicycle paths, and other transportation facilities; and

WHEREAS, the multimodal local street and road network is necessary for economic vitality; provides access to homes, schools, healthcare, and businesses; is utilized by drivers, buses, people walking, bicyclists, and trucks; and is important to the overall quality of life for all Santa Cruz County residents; and

WHEREAS, State and Federal revenues designated for the local road network are unreliable and insufficient to operate and maintain the local road network in a state of good repair; and

WHEREAS, additional revenues are needed to prevent further deterioration of roads and maintain them in good condition; to provide safe and accessible crosswalks, ramps, and sidewalks for seniors and people with disabilities; and to create safe bicycle and walking routes to all schools; and

WHEREAS, a new ten dollars ($10) Vehicle Registration Fee established locally would generate over two million dollars ($2 million) per year solely for transportation projects in Santa Cruz County, that cannot be taken by the state; and

WHEREAS, local funding measures for local roads strengthen our local economy by creating jobs and providing mobility and access for all transportation system users; and

WHEREAS, California Government Code Section 65089.20 authorizes countywide transportation planning agencies that are designated as the congestion management agency to place a ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration within that county of up to ten dollars ($10) for transportation related projects and programs, upon the approval of two-thirds of the
voters cast by voters voting upon such special revenue proposal; and

WHEREAS, to continue its commitment to the multi-modal transportation system, the Santa Cruz County Regional Transportation Commission (SCCRTC) proposes to place a local transportation funding measure titled “Local Road Repair & Safe Streets Act” on the November 6, 2012 ballot to fund local transportation projects, pursuant to California Government Code Section 65089.20, has prepared and considered the Expenditure Plan which allocates the revenue from the fee, and has considered the findings of fact that the projects to be funded by the fee have a relationship and benefit to the persons who will be paying the fee; and

WHEREAS, the SCCRTC has conducted a noticed public hearing, as required by state law, on the question of whether or not to request Santa Cruz County voters to approve funding for the programs identified in the “Local Road Repair and Safe Streets Act” Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED by the Santa Cruz County Regional Transportation Commission, acting as the Congestion Management Agency for Santa Cruz County:

1. Hereby adopts this Resolution to place a ballot measure titled “Local Road Repair and Safe Streets Act” (Act) before the voters of Santa Cruz County to authorize a ten dollar increase in the motor vehicle registration fee for local street and road maintenance and repairs, pedestrian projects, and safe routes to schools projects;

2. The proceeds of the fee shall be used solely for the projects and purposes set forth in the Expenditure Plan described in the Act;

3. The following findings of fact, in accordance with California Government Code Section 65089.20, are hereby made:
   a. The projects and programs to be funded by the fee are consistent with the adopted regional transportation plan, and
   b. The projects and programs to be funded by the fee have a relationship or benefit to the persons paying the fee, as shown in the required findings of fact for the proposed fee, attached hereto as Exhibit “A” and incorporated herein by this reference.

4. The Santa Cruz County Elections Department is requested to submit to the qualified voters within Santa Cruz County, the following measure text in the Voter’s Information Pamphlet section of the Sample Ballot for the November 6, 2012 election. The Findings of Fact and Expenditure Plan approved by the SCCRTC will be available on the Agency website: sccrtc.org.

**MEASURE “ ”**

**LOCAL ROAD REPAIR AND SAFE STREETS ACT**

To fix potholes; maintain local streets and roads; improve sidewalks for seniors and people with disabilities; and create safe routes for children walking and bicycling to schools; shall an annual ten dollar ($10) fee on registered motor vehicles be authorized that cannot be taken by the State, with expenditures subject to annual independent audits, and with all revenue to be spent entirely within Santa Cruz County cities and County?

The local street/road, pedestrian, and bicycle systems are critical to the everyday movement of people within the county.
Current resources do not provide adequate funding to maintain the local street and road system nor improve the pedestrian and bicycle system at the level necessary to adequately serve the public. This additional $10 motor vehicle registration fee will be used solely for local transportation-related projects and programs that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee.

**Expenditure Plan.** The Expenditure Plan includes two program categories: (1) Local Street and Road Maintenance and Repairs; and (2) Safe Pedestrian and Bicycle Routes to Schools for children and Pedestrian improvements for seniors and people with disabilities. Benefits of these projects include maintenance of local streets and roads, safety, reduction of traffic congestion and delays, improved air quality, reduced vehicle trips to schools, and increased healthy active transportation for children. The proceeds of the fee shall only be spent for projects and programs within the geographical limits of Santa Cruz County.

100% of the net revenue collected under the $10 Vehicle Registration Fee will be allocated to local jurisdictions for local streets and roads maintenance and repairs, safe routes to schools, and pedestrian projects on a cost reimbursement basis using the following distribution formula: percentage of net revenue per population of each jurisdiction modified for a minimum guaranteed amount of $115,000 for each jurisdiction each year. The formula shall be updated each year based on population figures provided by the State of California Department of Finance. No less than 15% of the funds shall be used countywide on Safe Routes to Schools and Pedestrian improvements at least every five years.

- **Local Street and Road Maintenance and Repairs Program.** Maintains optimal roadway conditions, facilitates the efficient movement of private vehicles, trucks, buses, bicycles, and pedestrians, and improves traffic safety. Much of the local street system has reached its expected life expectancy and deferred maintenance has resulted in an accelerated rate of pavement deterioration. Continued deferred maintenance will result in an exponential increase in the cost of roadway rehabilitation and reconstruction. Typical projects include:
  - Roadway maintenance (pavement resurfacing, rehabilitation, striping)
  - Storm damage repairs
  - Pothole repair

- **Safe Pedestrian and Bicycle Routes to Schools and Pedestrian Improvements Program.** Many areas of the county currently have inadequate facilities necessary to provide safe access to schools for children walking or bicycling and to allow seniors and people with disabilities to utilize the pedestrian network. Typical projects include:
  - Crosswalks, ramps, and sidewalks that increase mobility for seniors and people with disabilities
  - Sidewalks and bicycle facilities that increase safe access to schools

**Implementation Plan.** To oversee all expenditures funded by the measure in order to ensure that said funds are spent wisely and used only for the purposes approved by the voters, each local jurisdiction shall prepare and adopt an Implementation Plan each year during scheduled public meetings. The Implementation Plan will include detailed project information for each program and specify percentages of the funds allocated to each program. The Implementation Plan shall report to the community on how each jurisdiction spent the prior year’s proceeds from the fee and identify the specific maintenance and repair projects, safe pedestrian and bicycle routes to schools projects, and pedestrian improvement projects to be funded by the fee in the forthcoming three years. The draft Implementation Plan shall be provided to the public and SCCRTC advisory committees for review and comment prior to adoption.

**Maintenance of effort.** The additional funds generated from the imposition of this fee shall supplement, not supplant, existing federal, state, and local funds being used by local jurisdictions for transportation purposes.

**Matching funds.** Notwithstanding the maintenance of effort requirements of this Act, a portion of the fee revenues may and are expected to be used as matching funds in order to leverage additional federal, state, local or private transportation or other funds for applicable transportation projects and programs.

**Annual Independent Audit.** In addition to the accountability measures required by law, an annual independent audit will be performed on the programs funded by this Local Road Improvements Act. Annual audits shall be published on the SCCRTC website and shall otherwise be made fully available to the public.
**Bonding authority.** Upon voter approval of Measure “ ”, if determined by the board of the SCCRTC or local jurisdictions to be cost effective and to accelerate implementation of projects and thereby reduce repair or rehabilitation costs, those entities shall be authorized to issue, from time to time, limited notes, bonds, certificates of participation, or other evidence of indebtedness, and to secure such indebtedness solely by way of a pledge of the present and future collection of fees authorized by this act, for financing capital outlay expenditures described in the Expenditure Plan.

**Effective and Operative Dates.** The authorization granted by this Act shall become effective at the close of polls on the Election Day it is approved by two-thirds of the electors voting on the Measure. Notwithstanding the effective date of this authorization, the additional fee authorized by this Act shall be imposed on each original motor vehicle registration, and on each renewal of registration with an expiration date, occurring on or after six months following the adoption of the Measure, unless terminated by the voters of Santa Cruz County.

**Administration.** The SCCRTC will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan. As set forth by state law, a maximum of 5% of the proceeds of the fee will be allocated to the administration of the programs with the net revenue used to fund the Expenditure Plan. This includes administrative expenses, audits, reporting, preparation and implementation of state mandated reports associated with collection of the fee including the congestion management program, and other implementation and oversight responsibilities as may be necessary to administer the Expenditure Plan. Unused administration funds will be distributed to local jurisdictions for the Expenditure Plan projects. The state mandated findings of fact that the projects and programs to be funded by the fee have a relationship or benefit to the persons paying the fee and additional information about the measure are available on the SCCRTC website at www.sccrtc.org.

5. The Santa Cruz County Elections Department is hereby requested to include the following abbreviated text of Measure “ ” on each individual ballot:

<table>
<thead>
<tr>
<th>LOCAL ROAD REPAIR AND SAFE STREETS ACT. To fix potholes; maintain local streets and roads; improve sidewalks for seniors and people with disabilities; and create safe routes for children walking and bicycling to schools; shall an annual ten dollar ($10) fee on registered motor vehicles be authorized that cannot be taken by the State, with expenditures subject to annual independent audits, and with all revenue to be spent entirely within Santa Cruz County cities and County?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes______ No______</td>
</tr>
</tbody>
</table>

6. Pursuant to Elections Code Sections 10002, 10400, and 10403, the SCCRTC hereby orders an election be called and consolidated with any and all elections also called to be held on November 6, 2012 insofar as said elections are to be held in the same territory or in territory that is in part the same as the territory of Santa Cruz County; requests the Board of Supervisors of the County of Santa Cruz to order such consolidation under Elections Code Section 10401 and 10403; and requests the Board of Supervisors to permit the Santa Cruz County Elections Department to provide any and all services necessary for conducting the election and agrees to pay for said services, including the cost of printing and distribution of the measure text.

7. The SCCRTC Executive Director, Legal Counsel and staff are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they may deem necessary or advisable in order to proceed with the Measure and otherwise carry out, give effect to and comply with the terms and intent of this Resolution, including but not limited to request the Santa Cruz County Registrar to place the ballot measure on the November 6, 2012 ballot. Such actions heretofore taken by such officers, officials and staff are hereby ratified, confirmed and approved.
8. The SCCRTC will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be paid from the fee;

9. If any provision of this resolution or the application thereof to any persons or circumstance is held invalid, the remainder of the resolution and the application of such provision to other persons or circumstances shall not be affected. If any proposed expenditure based on this resolution or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

______________________________
KIRBY NICOL, Chair
Santa Cruz County Regional Transportation Commission acting as the Santa Cruz County Congestion Management Agency

ATTEST:

____________________________
George Dondero, Secretary

Exhibit “A” Findings of Fact

Distribution: Gail Pellerin, Santa Cruz County Clerk/Elections Official
Board of Supervisors
EXHIBIT “A”
FINDINGS OF FACT

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN
The Santa Cruz County Regional Transportation Plan, which is adopted by the Santa Cruz County Regional Transportation Commission (SCCRTC), represents the policy and vision of the region’s transportation needs over the next 25 years. The Plan, which can be found at www.sccrtc.org, encourages and promotes the safe and efficient management, operation and development of a multimodal transportation system.

The SCCRTC, the Congestion Management Agency for Santa Cruz County (CMA) has determined that the programs and projects identified in the Expenditure Plan are consistent with the Regional Transportation Plan and that the Expenditure Plan supports the following goals:

- Preserve and maintain the existing transportation system, emphasizing safety, security and efficiency.
- Increase mobility by providing an improved and integrated multi-modal transportation system.
- Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and reduce greenhouse gas emissions.
- Make the most efficient use of limited transportation financial resources.
- Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.

FINDINGS OF FACT
The findings of fact for the projects and programs identified in the Expenditure Plan indicates that the fee payers have a relationship with, or benefit by:

- Having roadways maintained and operating safely and efficiently
- Maintaining and expanding effective and efficient transit services
- Reducing vehicle trips for seniors and people with disabilities by providing alternative transportation options and improve safety for all on the roads
- Reducing vehicle trips to schools by implementing safe routes to school programs enabling school children to walk and bike to schools safely

BENEFIT AND RELATIONSHIP ANALYSIS
The benefit and relationship analysis confirms the eligibility of the programs and projects identified in the Expenditure Plan. The Analysis describes the programs and projects in more technical detail, addressing the relationship or benefit of the programs and projects to the persons who will be paying the fees as intended by California Government Code section 65089.20.
Local Streets and Roads Maintenance and Repairs Program

Maintains optimal roadway conditions, facilitates the efficient movement of vehicles, bicycles, and pedestrian, and improves traffic safety. Streets and roadway maintenance such as pavement overlays and rehabilitation and pothole repairs are ongoing activities that keeps pavement and the travel ways in good condition enabling safe and efficient vehicle travels including automobiles (cars and trucks) and transit (bus and shuttles), bicycles, and pedestrians.

Safe Routes to Schools and Pedestrian Program

Pedestrian Projects for Seniors and People with Disabilities. Constructing and improving sidewalks, crosswalks, and curb ramps for seniors and people with disabilities provides traffic congestion relief by reducing the numbers of motorized vehicles on the road. Providing targeted transportation services for individuals that have special mobility needs such as seniors and disabled and accessible services for individuals who would otherwise drive or utilize paratransit services, therefore reducing the aggregate congestion and air pollution.

Safe Routes to School. Providing safe access to schools enables and encourages children to walk or bicycle to schools, which would reduce number of trips to schools resulting in less traffic congestion due to school-related travels; and reduces pedestrian and bicycle injuries.
Local Road Repairs and Safe Streets Ballot Measure

Funding Local Roads: Sound infrastructure is the backbone of a healthy community and strong local economy, yet **funding to maintain and improve our transportation system falls far short of the need.** Traditional state and federal sources, such as gas taxes, raise less than half of what is needed to meet local transportation needs.

New and Local Sources Needed: **In order to help repair local roads and make sidewalks safe and accessible for school children and people with disabilities, a $10 Vehicle Registration Fee will be on the November 2012 ballot.** The new funds will be dedicated to helping address at least some of the significant backlog of transportation needs and deteriorating street conditions throughout Santa Cruz County.

**Highlights:**

- **$10 Vehicle Registration Fee (VRF) for Santa Cruz County transportation**
- Generates approximately $2.2 million countywide each year
- Funds can only be used on local road repairs, safety projects near schools and sidewalk access for people with disabilities
- Funds distributed to cities/county based on population, would supplement, not replace existing funds
- Will make a solid dent in the backlog of potholes to be fixed

**What would it fund?**

- **Fix potholes, repave and maintain local streets and roads** to the benefit of all users, including drivers, bus riders, bicyclists, and pedestrians
- **Provide safe routes to schools for children and** safe and accessible crosswalks, ramps, and sidewalks for seniors and people with disabilities.

**Why?**

- State and federal funds are unreliable
- VRF funds can be used as matching funds to leverage additional state/federal funds
- Streets and roads serve a wide cross section of users including people who: drive cars, use other modes, and those unable to drive due to age/income/ability
- Deferred maintenance costs five times more over time

The proposed Vehicle Registration Fee is a key part of a multipronged strategy to develop a balanced, sensible program that improves local transportation infrastructure. While this won’t solve all our transportation needs, it’s a step in the right direction.

**We want your input!** Attend meetings, email or call us with your ideas on the measure.

For more information visit: [http://sccrtc.org/funding-planning/local-funds-local-roads/](http://sccrtc.org/funding-planning/local-funds-local-roads/)
The Fee
- $10 annual fee per motorized vehicle registered in Santa Cruz County *(this is the maximum allowed under SB83)*
- Generates over $2 million/year countywide

Project Categories to Fund
- Local street and road maintenance and repairs
- Safe routes to schools and pedestrian capital/infrastructure projects: not less than 15% every five years ($1.6M/five years)

Fund Distribution
- Distributed to local jurisdictions based on population, with a minimum of $115,000 per jurisdiction

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>% population</th>
<th>Annual Distribution</th>
<th>5 Year total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitola</td>
<td>3.8%</td>
<td>$115,000</td>
<td>$575,000</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>23.0%</td>
<td>$466,000</td>
<td>$2,329,000</td>
</tr>
<tr>
<td>Scotts Valley</td>
<td>4.4%</td>
<td>$115,000</td>
<td>$575,000</td>
</tr>
<tr>
<td>Watsonville</td>
<td>19.5%</td>
<td>$395,000</td>
<td>$1,972,000</td>
</tr>
<tr>
<td>County</td>
<td>49.4%</td>
<td>$1,000,000</td>
<td>$4,999,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>$2,090,000</strong></td>
<td><strong>$10,450,000</strong></td>
</tr>
</tbody>
</table>

- Local jurisdictions select specific roads to repair or pedestrian/safe routes to schools project based on input from their constituents. Cannot use funds for other projects/purposes.

- A maximum of 5% to address accountability and reporting requirements

Accountability
- Uses existing public oversight structures
- Annual Audits to ensure funds expended as intended
- Reporting – Annual reports. Projects sponsors to provide annual reports of:
  - How funds were used in the prior year
  - List of projects a jurisdiction plans to use funds on in next three years
  - Percentage of funds designated for/used on safe routes to schools and pedestrian projects
  - Report to be posted on the RTC website, available to interested parties, provided to local jurisdictions’ boards and committees as part of their capital improvement program and/or annual budget process, and provided to the RTC board and oversight committees.
- State-mandated Congestion Management Program development and implementation, required by State statute of agencies that have this type of vehicle registration fee
How much money will the fee generate? The additional VRF will generate about $2.2 million annually based on current estimates.

What can an additional $10 Vehicle Registration Fee (VRF) be used for? By law, the funds must be used for transportation-related programs and projects that have a relationship to, or benefit for the owners of the vehicles paying the VRF. Funds would be used for programs to repair and maintain local streets and roads and improve safety for pedestrians, including school children, people with disabilities and seniors.

Why don’t existing gasoline taxes and fees cover the cost to operate and maintain local roads? While existing taxes and fees provide some funding to operate and maintain local streets and roads, they cover less than half of what it costs. Gas taxes, the primary source of funds to maintain and improve our roads, are collected per gallon; so while gas prices have increased, funds for transportation projects have not. Another problem is that the federal gas tax has not been raised since 1993 and the purchasing power of gasoline taxes have been eaten away by inflation. As more vehicles get better gas mileage or use alternative fuels or electric, fewer gas taxes are collected for the same amount of vehicle miles traveled. This new $10 fee will provide an additional $2 million every year to help repair more roadways. It won't completely fill the gap, but it is local money that will be dedicated to improve local roads.

Why are 15% of the funds designated for safe routes to schools and accessible pedestrian projects? Providing safe access to schools enables and encourages children to walk or bicycle to schools, which would improve safety for students and reduce number of trips to schools resulting in less traffic congestion due to school-related travels. Constructing and improving sidewalks, crosswalks, and curb ramps for seniors and people with disabilities allows use of the pedestrian network, and thereby provides traffic congestion relief by reducing the numbers of motorized vehicles on the road and the aggregate congestion and air pollution.

How much would the cities and the County receive? Funds distributed based on the proportionate share of population, with a minimum guaranteed of $115,000 per year for smaller jurisdictions. Each city and the County will select road repair, safe routes to schools, and pedestrian projects based on input from their constituents.

When would the fee take effect? If approved by voters in November 2012, revenues could be collected on vehicles as early as May 2013.

How much money will be spent on administration? A maximum of 5% of funds would be used to cover the cost to ensure transparency and accountability for the measure, including audits and mandated reports. Any funds not needed to meet mandates will be distributed to local jurisdictions.

What is the difference between the proposed vehicle registration fee and a vehicle license fee? A registration fee is a flat fee per vehicle, whereas a license fee is variable based on the value of the vehicle.
How much does it cost to repair and maintain local roads?
The cost to maintain local streets and roads varies per mile, depending on the condition of the roadway. The cost of preventative maintenance every 5-7 years can eliminate more costly repairs later on, as shown in the following chart.

What is the Santa Cruz County Regional Transportation Commission (RTC)?
The RTC is the countywide transportation planning agency for Santa Cruz County authorized by the state to place a $10 vehicle registration fee on the ballot. The RTC is responsible for coordinating, planning, and programming transportation programs and projects. RTC works collaboratively with other agencies implementing transportation projects and programs in order to cost-effectively respond to cross-jurisdictional needs. The RTC board is made up of representatives from all four cities, all five of the County Board of Supervisors, and three members from the Santa Cruz Metropolitan Transit District.
AGENDA: August 2, 2012

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: State and Federal Legislative Updates

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive update on the approved Federal Transportation Act (Attachment 1); and

2. Receive update on State Transportation bills (Attachment 2).

BACKGROUND

Given that state and federal legislative actions and policies result in new requirements for transportation planning, programming, and project implementation, the RTC monitors and provides input on federal and state actions that could impact transportation in Santa Cruz County. Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide these activities. A key focus of these activities is on addressing the significant shortfall in funding available to address transportation needs and priorities included in our region’s transportation planning documents.

DISCUSSION

Federal Transportation Act

Surprising many in the transportation community who had given up on the prospect of Congress enacting a transportation bill prior to the November elections, on June 29th Congress enacted H.R. 4348, known as MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21 is a two-year authorization taking effect October 1, 2012, with a three month extension of current law (SAFETEA-LU), which expired in September 2009 and had been extended several times through continuing resolutions. MAP 21 provides federal highway and transit programs with $105 billion through federal fiscal year (FFY) 2014 – roughly equivalent to current funding levels. Attachment 1 provides a summary of the bill, including how different issues previously raised by the RTC were addressed in the adopted bill.

State Legislative Activities

A list of several state transportation bills that could impact the RTC or project sponsors is attached (Attachment 2). June 1 was the last day for bills to be passed...
out of the house of origin (i.e. the Assembly or Senate), with August 31 the final deadline for the legislature to approve bills. The Governor has until September 30 to sign or veto bills approved by the legislature. The full text of bills is available online at http://www.leginfo.ca.gov/bilinfo.html.

State Budget

On June 27, Governor Brown signed the FY 2012-13 State Budget. The budget reflects the following major reductions and revenue increases:

- $8.1 billion in spending reductions,
- $6 billion in new revenue, nearly all of which is attributable to temporary tax increases to be considered by the voters in November; and
- $2.5 billion in loans, transfers and other one-time actions.

Because the $6 billion in new revenue is contingent upon voter approval of the new taxes, the budget also includes an equivalent amount of so-called “trigger cuts” that would go into effect if the ballot measure fails. Of the $6 billion total, $4.8 billion (80 percent) would be borne by public schools.

The biggest impact to transportation in the FY 2012-13 budget results from the diversion of an additional $433 million in truck weight fees to pay for transportation bond debt service in future years, as well as the diversion of $312 million in fuel excise taxes collected for off-highway vehicles from the State Highway Account to the State General Fund. This amounts to a one-time loss for the State Transportation Improvement Program (STIP) and local streets and roads of $137 million each and a loss of $56 million per year going forward. Unlike other state gasoline tax revenue, gasoline tax revenue from off-highway vehicles is not restricted to transportation purposes in the State’s Constitution.

SUMMARY

This report provides an overview of state and federal legislative activity that could impact transportation planning, programming and projects in Santa Cruz County.

Attachments:
1. MAP-21 Highlights
2. State Bill Track
Highlights:
Moving Ahead for Progress in the 21st Century (MAP 21)

Following release of the heavily negotiated conference agreement between the House and Senate, Congress approved MAP-21 ("Moving Ahead for Progress in the 21st Century") on June 29, 2012. The bill was subsequently signed into law by President Obama on July 6, 2012.

Highlights of the compromise bill:

- A ‘true’ two year transportation bill (FFY13 & FFY14), rather than an 18-month bill and includes an extension of existing law that will last until the end of the current federal fiscal year (September 30, 2012).

- Makes a number of reforms and changes to the Federal transportation program.

- Maintains funding: Provides funding for federal-aid highway programs close to the current funding levels: $39.699 billion in FY 2013 and $40.256 for FY 2014. Transit programs would also receive roughly level funding, a total of $10.584 billion in FY 2013 and $10.701 billion in FY 2014.
  - Congressional Appropriation committees must find discretionary funding in order to make the authorization whole. Failure to do so could directly affect transit funding.

- Funding levels for Santa Cruz County transportation projects and programs will be heavily dependent on how the bill is implemented at the State level.

Comparison to RTC Priorities

- In general this bill appears to be a reasonable compromise that staff anticipates will at least maintain existing funding levels for most Santa Cruz County transportation projects/programs and provides enough certainty to allow several projects to move forward over the next two years.

- MPO threshold retained: The agreement maintains the existing Metropolitan Planning Organization (MPO) population threshold at 50,000. The initial Senate bill would have eliminated or phased out many MPO regions, including all of the MPOs on the Central Coast. The availability of funds to the region and the regional planning process could have otherwise been severely affected. Rep. Sam Farr strongly advocated for maintaining the current threshold.

- Funding for Transit: The bill increases funding for the program that rewards smaller high performing transit agencies, such as Santa Cruz Metro.

- State Implementation Critical: The bill gives states discretion on how funds are distributed to many types of projects, including bicycle and pedestrian
projects, off-system bridges, and a higher level of surface transportation program funds, meaning funding levels to Santa Cruz County will be dependent on how the state legislature, Caltrans, and the California Transportation Commission (CTC) implement the federal act.

- It will be critical for our federal and state representatives, as well as the California transportation community to work together to ensure that small and medium sized communities, such as Santa Cruz County, continue to receive an equitable distribution of funds and that those funds are not restricted or otherwise disproportionately directed to large metropolitan regions at the expense of mid-sized, small and rural areas. We are encouraged by prior statements from Caltrans and California Transportation Commission (CTC) staff that they are committed to continue to distribute funds to all regions at levels similar to historic averages. RTC staff will be participating in meetings on implementation.

- **Funding for Bicycle and Pedestrian Projects.** The bill includes a new “Transportation Alternatives” program that essentially consolidates and reduces overall funding for the Transportation Enhancement and Safe Routes to Schools programs. Some funds distributed by formula to Metropolitan Planning Organizations. States are directed to distribute a portion of funds through competitive grants, although they are given the option to opt out of the recreational trails component of the program. Given California’s historic commitment to bicycle and pedestrian projects, staff is optimistic that funds will continue to be available to all regions and that projects in Santa Cruz County will do well in competitive programs established for the funds.

- **Streamlines project delivery.** The bill includes some provisions which are expected to reduce project costs and delays. Staff will share additional information on these provisions and changes to the process for delivering projects as they become available.

- **Earmarks:** The bill included no earmarks and also included provisions to rescind earmarks approved in the past. Staff is evaluating how this might impact earmarks previously approved for the Monterey Bay Sanctuary Scenic Trail (MBSST).

**Funding Levels Still Insufficient:** While we appreciate that the bill maintains the historic levels of funding, existing funding levels provide only a fraction of what is needed to preserve and improve the transportation system. The federal gas tax has not been increased since 1993 and falls far short of meeting demands on the multimodal transportation system. This reemphasizes the importance of establishing stable local funding for transportation projects, such as local sales tax and vehicle registration fees.

*Continued Next Page: Short Summary of MAP-21*
Short Summary of MAP-21: The New Federal Transportation Bill
Excerpts from Capital Edge’s Washington Report and transportationissuesdaily.com

Name: MAP-21 (Moving Ahead for Progress in the 21st Century)

Expires: October 1, 2014

Total funding: $118 billion over 27-months – roughly $105 billion per year

Highways/Transit funding split: The current 80/20 (roughly) split maintained

Highway funding: about $40.4B in FY 2013, and about $41B in FY 2014 (contract authority)

Transit funding: about $10.5 billion for FY 2013, about $10.7B for FY 2014

Distribution of highway funding: Formulas eliminated. In FY 2014, the apportionments are adjusted to ensure that each State receives at least 95% of its FY 2012 contributions to the Highway Account of the federal Highway Trust Fund.

Non-transportation funding/offsets to fund bill: about $18 billion

MPOs: Retains current law. No tiering of MPOs or dissolution of smaller MPOs (the Senate bill had proposed to increase the urban-area population threshold for from 50,000 to 200,000).

Program Consolidation: About 60 programs are eliminated or consolidated into four core programs

Transportation Alternatives (Bike/Ped) funding: Merges Transportation Enhancements, Safe Routes to School, Recreational Trails, and Scenic Byways into this new program, “Transportation Alternatives”. Initial analysis indicates funding drops 30%. Adds eligible projects such as truck stop electrification, HOV lanes, turning lanes, and diesel retrofits. 50% of funds are directed to MPOs; all funds to be distributed through competitive grants

Local funding: Increases allocation to regions to about 14% of highways funding from current approximate 12.5%

Safety Funding: Highway Safety Improvement Program (HSIP) funding is doubled; provides for enhanced data collection, requires setting of performance-related goals, restricts some funding if goals not met, and/or if strategic safety plan is not updated.
  - Section 130 Highway Rail Grade Crossing Program is continued at the current funding level of $220 million per year.
  - High Risk Rural Roads: funding set-aside is eliminated, but there are provisions for directing funding if fatalities increase. Includes provision to maintain and expand intercity bus service and vanpooling.
Bridges: Bridges on the National Highway System would be funded under the National Highway Performance Program (new core program); bridges not on the NHS would be funded under STP. The 15 percent setaside for bridges of the federal-aid highway system on low volume local roads is retained.

CMAQ: Leaves the current Congestion Mitigation and Air Quality (CMAQ) program largely intact, as opposed to changes in the Senate bill that would have allocated funding directly to MPOs and expanded eligible activities.

Bus Grants: Streamlines and consolidates the number of smaller transit programs and reduces the number of required programmatic set-asides.
- Job Access Reverse Commute Program (JARC) is eliminated and those activities made eligible through the transit urban and rural formula programs
- The New Freedom Program is eliminated and those activities made eligible through the new Elderly and Disable Formula Program
- Bus and Bus Facilities Program, which was discretionary, will be distributed by formula instead of discretionary grants at a level of $422 million in FY 2013 and $427 million in FY 2014, a dramatic cut from the $980 million the program received in FY 2012. The savings will be placed in a new “State of Good Repair” program.
- Small Transit Intensive Cities (STIC) program: Increases the set-aside for the program, which provides funds to systems in smaller urbanized areas with high levels of service, from 1% of the Section 5307 program to 1.5%
- Transit Oriented Development: creates $10M pilot program for grants to communities with a New Starts Grant to do station area planning

Transit Safety: Designates the Federal Transit Administration to create national standards for passenger rail safety.

New Starts: $1.9B in each fiscal year. Enables more bus rapid transit projects to be funded. Also authorizes a new “core capacity” funding criteria that gives existing systems some additional spending flexibility

No Earmarks. The bill contains no earmarks, which is a major departure from SAFETEA-LU; MAP-21 apportions 92.6% by formula, compared to 83% under SAFETEA-LU

Environmental/Project Streamlining: includes a number of provisions, including reductions in USDOT office funding if defined decision deadlines are not met

Performance measures: Included for first time, directs states and MPOs to set some targets and incorporate into planning and programming processes. Establishes national goals in seven areas: Safety; Infrastructure Condition; Congestion Reduction: System Reliability: Freight Movement and Economic Vitality; Environmental Sustainability; Reduced Project Delivery Delays. States are required to establish performance targets in coordination with the MPOs and transit operators for the measures (within the next 2.5 years). Performance measures and targets must be incorporated into long-range planning and short-term programming
Long range plans, TIPs and STIPs must show the progress that is expected to be achieved.

**Buy America**: current law retained, refinement provisions not accepted

**Commuter Benefit**: does not restore parity between parking and transit benefit. The Senate version of MAP-21 included a provision that would have equalized the amount of pre-tax employer-provided mass transit benefits with the amount of pre-tax employer-provided parking benefits ($240 per month), but this provision was dropped in the conference committee report. Pre-tax transit benefits will remain capped at $125 per month.

**Mega-projects program**: $500 million FY 2013 competitive grant program called “Projects of National and Regional Significance”. Subject approval through annual appropriations. Designed as a successor to TIGER. Only projects costing $500 million or 50 percent of a state’s annual federal-aid highway apportionment, whichever is less, would be eligible for funding.

**TIFIA** (America Fast Forward): Modifies the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides loans to accelerate projects that have the backing of local resources. Increased from current $122m/year to $750m in year one and $1b in year two. TIFIA: The bill increases funding for the program to $750 million in FY 2013 and to $1 billion in FY 2014; increases the maximum share of project costs from 33 percent to 49 percent; allows TIFIA to be used to support a related set of projects, and sets aside funding for projects in rural areas at more favorable terms.

**Tolling**: expands tolling authority if road capacity is increased, though there must be more free lanes than tolled lanes.

**Keystone Pipeline**: Excluded from final bill

**EPA/Coal Ash**: Excluded from final bill

*The following websites provide helpful links to additional information on MAP-21:*

- [http://www.apwa.net/Media/2012/7/9/APWA-MAP-21-Resource-Center](http://www.apwa.net/Media/2012/7/9/APWA-MAP-21-Resource-Center)
RTC Supported Bills

ACA 23 (Perea D) Local government transportation projects: special taxes: voter approval.
Introduced: 2/23/2012
Status: 6/27/12 Approved by L. Gov (Ayes 6. Noes 3); Referred to Coms. on APPR.
Summary: The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.

RTC Monitored Bills

AB 441 (Monning D) Transportation planning.
Introduced: 2/14/2011
Last Amended: 6/4/2012
Status: 6/26/2012 Read second time. Ordered to third reading.
Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines.

AB 710 (Skinner D) Local planning: infill and transit-oriented development.
Introduced: 2/17/2011
Last Amended: 8/18/2011
Location: 9/9/2011-S. THIRD READING
Summary: The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill contains other related provisions.

AB 819 (Wieckowski D) Bikeways.
Introduced: 2/17/2011
Last Amended: 5/8/2012
Status: 7/6/2012 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0)
Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair
Summary: Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county,
regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification.

**AB 890 (Olsen R) Environment: CEQA exemption: roadway improvement.**
**Introduced:** 2/17/2011
**Last Amended:** 1/13/2012
**Status:** 7/2/2012 Do pass as amended. SEN. E.Q. - 7/2/2012 (Y:6 N:1)
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use.

**Introduced:** 1/23/2012
**Last Amended:** 6/18/2012
**Status:** 7/2/2012 S.E.Q passed as amended, and re-referred to the Committee on Appropriations
**Summary:** (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and costeffective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism to be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, to be used for specified purposes. The bill would require administering agencies, including the state board and any other state agency identified by the Legislature, to allocate those moneys to measures and programs that meet specified criteria. The bill would require the state board to develop, as specified, three investment plans that identify the anticipated expenditures of moneys appropriated from the account, to submit each plan to the budget committees of each house of the Legislature, as specified, and to adopt each investment plan, as specified. The bill would require the Governor to submit a budget to the Legislature that includes specified appropriations consistent with each investment plan and would require the Legislature to consider these appropriations when adopting the Budget Act. The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan.

**AB 1572 (Fletcher I) Service authorities for freeway emergencies: San Diego County.**
**Introduced:** 2/1/2012
**Last Amended:** 6/8/2012
**Status:** 6/28/2012 Read second time and amended. Re-referred to Com. on APPR.
**Calendar:** 08/06/12  11 a.m. - John L. Burton Hearing Room (4203)  S-APPROPRIATIONS, KEHOE, Chair
Summary: Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of $1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles (DMV). This bill, with respect to the service authority created in the County of San Diego, would provide for the authority to be dissolved on January 1, 2013, and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume the remaining responsibility for maintaining call boxes as of that date. The bill would require the authority to develop a plan, as specified, for transitioning its responsibilities to SANDAG in the transition period between the effective date of this bill and January 1, 2013, and would require SANDAG's approval for the authority to expend funds or enter into contracts during that transition period. The bill would limit the reserves that SANDAG, as the successor to the authority, may hold at the time this bill becomes effective to $4,000,000, and would require SANDAG to distribute, by January 1, 2013, any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the recipient jurisdictions to use these revenues for the purposes for which the fees were collected. The bill would also require SANDAG to post its detailed budget relative to the revenues from the collection of the fee, and the expenditure of these funds, on its Internet Web site, as specified. The bill would also authorize SANDAG, as the successor authority, to continue funding specified helicopter programs.

AB 1770 (Lowenthal, Bonnie D) California Transportation Financing Authority.  
Introduced: 2/17/2012  
Status: 7/5/2012 From Gov & F. committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.)  
Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair  
Summary: Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock.

AB 1780 (Bonilla D) Department of Transportation: project studies reports.  
Introduced: 2/21/2012  
Last Amended: 3/29/2012  
Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair  
Summary: Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California
Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents.

**AB 2382 (Gordon D) Department of Transportation: Innovation District Demonstration Project.**
**Introduced:** 2/24/2012  
**Last Amended:** 6/26/2012  
**Calendar:** 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair  
**Summary:** Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2013, require the department, and the Santa Clara Valley Transportation Authority to enter into a memorandum of understanding to implement the Innovative Delivery Team Demonstration Program, which would, until January 1, 2020, provide a different business model for the application of advanced technologies with the goal of delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner. The bill would require the demonstration program to serve as a mechanism for testing innovative approaches for improving project delivery and local assistance. The bill would require the department to assign specified personnel to the demonstration program. The bill would also require the authority to provide space, equipment, and other resources, as specified, to the demonstration program. The bill would require the authority to carry out, purposes of implementing the demonstration program, specified responsibilities for state highway projects in Santa Clara County. The bill would require the demonstration program to adhere to all applicable federal rules and regulations, as specified. The bill would require the authority, in consultation with the department, to evaluate the effectiveness of the demonstration program and to report to the Legislature by July 1, 2015, and by July 1, 2018, on specified matters. By requiring the authority to participate in this demonstration program, the bill would impose a state-mandated local program.

**AB 2488 (Williams D) Vehicles: buses: length limitations.**
**Introduced:** 2/24/2012  
**Last Amended:** 4/12/2012  
**Status:** Enrolled 6/21/12; 7/5/2012 Returned by the Governor at the request of the Assembly. Action rescinded whereby bill was ordered to enrollment and whereby the bill was enrolled and presented to the Governor. Ordered to the Senate.
**Summary:** Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. This bill would authorize Gold Coast Transit (GCT) to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require GCT, if it installs the bicycle racks, to report to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2017, regarding safety issues and mobility improvements.

**SB 1094 (Kehoe D) Land use: mitigation lands: nonprofit organizations.**
**Introduced:** 2/16/2012  
**Last Amended:** 6/19/2012  
**Status:** 6/26/2012-approved by A. L. GOV. Rereferred to Com. on APPR  
**Summary:** The Planning and Zoning Law provides that if a state or local agency requires a person to transfer to that agency an interest in real property to mitigate the environmental impact of a project or facility, that agency
may authorize specified entities to hold title to, and manage that interest in, real property, as well as any accompanying funds, provided those entities meet specified requirements. Existing law requires that if accompanying funds, as defined, are conveyed at the time the property is protected, then the holder of those accompanying funds must meet specified requirements. Existing law requires a state or local agency to exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage and steward land, water, or natural resources, as well as the accompanying funds. This bill would use the term "endowment" instead of "accompanying funds." This bill would authorize an agency, in connection with the provisions described above, to also permit a governmental entity, as defined, to hold title to, and manage that interest in, real property, as well as any endowment. This bill would remove the requirement that a state or local agency exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage the endowment. This bill would also modify the requirements that the holder of an endowment must meet, and would provide that those requirements also apply to endowments that are secured at the time the property is protected.

**SB 1102 (DeSaulnier D) State transportation improvement program.**

**Introduced:** 2/16/2012  
**Last Amended:** 5/31/2012  
**Status:** 6/12/2012-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 11). Re-referred to Com. on APPR.  
**Summary:** Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing $1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the department, beginning not later than November 15, 2014, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.

**SB 1117 (DeSaulnier D) Statewide passenger rail transportation plan.**

**Introduced:** 2/17/2012  
**Last Amended:** 7/5/2012  
**Status:** 7/5/2012-Referred to Com. on APPR.  
**Summary:** Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters, and authorizes the commission to develop guidelines for preparation of regional transportation plans. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis, with both passenger and freight rail elements. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would require the California Transportation Commission to include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement for the state rail plan to have a freight rail element and would delete the requirement that it be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new
requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. This bill contains other related provisions.

**SB 1257 (Hernandez D) Utility user tax: exemption: public transit vehicles.**
*Introduced: 2/23/2012*
*Last Amended: 6/11/2012*
*Status: 7/5/2012 Read second time. Ordered to third reading.*
*Summary:* Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county. This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.

**SB 1269 (Fuller R) Income taxes: credit: highway maintenance and enhancement.**
*Introduced: 2/23/2012*
*Status: 6/19/2012-Action From G. & F.: To G. & F..*
*Summary:* Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code.

**SB 1380 (Rubio D) Environmental quality: California Environmental Quality Act: bicycle transportation plan.**
*Introduced: 2/24/2012*
*Last Amended: 5/3/2012*
*Location: 7/3/2012 A-NAT. RES.*
*Summary:* The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified and would also require a local agency or person who determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR. This bill contains other existing laws.

**SB 1572 (Pavley D) California Global Warming Solutions Act of 2006: AB 32 Investment Fund.**
*Introduced: 2/24/2012*
*Last Amended: 6/25/2012*
*Location: 7/3/2012-A. APPR*
Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill, with certain exceptions, would require revenues collected by the state board and derived from the auction or sale of allowances to be deposited in the Greenhouse Gas Reduction Account which the bill would establish. Under the bill, a specified portion of the money in the fund would be available, subject to appropriation by the Legislature, to administering agencies to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions. The bill would require administering agencies to prepare and submit to the Legislature quarterly reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site.