



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC)

Thursday, May 21, 2009

1:30 p.m.

SCCRTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA 95060

AGENDA

1. Introductions
2. Oral Communications
3. Additions/Changes to the Agenda

CONSENT AGENDA

4. Approve Minutes of the April 23, 2009 meeting
5. Highlights of the May 2009 Regional Transportation Commission Meeting

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents
 - a. Oral Reports from project sponsors
7. Regional Transportation Plan Project List Updates
 - a. Staff Report
8. American Reinvestment and Recovery Act (ARRA) & Regional Surface Transportation Program (RSTP) Recommendations
 - a. Staff Report & Preliminary Staff Recommendations
9. Local Streets and Roads Monitoring and Detection Equipment
 - a. Staff Report
10. Budget Updates
 - a. Staff Report
 - b. Oral Reports from project sponsors on outlook for FY09/10
11. Adjournment
 - a. The next ITAC meeting is scheduled for **June 18, 2009** at 1:30 PM in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA

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 SCCRTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. Persons with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, please attend the meeting smoke and scent-free.

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Santa Cruz County Regional Transportation Commission
INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC)

MINUTES

**Meeting: Thursday, April 23, 2009
1:30pm**

City of Watsonville Conference Room A&B
250 Main Street, Watsonville, CA

ITAC MEMBERS PRESENT

Angela Aitken, SCMTD
Teresa Buika, UCSC
Jennifer Calate, Caltrans District 5
Piet Canin, Ecology Action
Mark Dettle, City of Santa Cruz Public Works and Planning Proxy – via telephone
Dave Fairchild, MBUAPCD
David Koch, City of Watsonville Planning Proxy
Steve Jesberg, City of Capitola Public Works and Planning Proxy
Bhupendra Patel, AMBAG
John Presleigh, County Public Works
Maria Esther Rodriguez, City of Watsonville Public Works
April Warnock, SCMTD
Steve Wiesner, County Planning Proxy
Majid Yamin, City of Scotts Valley Public Works and Planning Proxy

STAFF PRESENT

Rachel Moriconi
Karena Pushnik

OTHERS PRESENT

Veronica Elsea, E&DTAC Pedestrian Safety Group
Donn Miyhara, Caltrans District 5 – via telephone

Chair Maria Rodriguez called the meeting to order at 1:35 p.m.

- 1. Introductions** – Introductions were made.
- 2. Oral Communications**

Rachel Moriconi distributed the draft 2009 Bicycle Committee calendar. Dave Fairchild announced that AB2766 grant applications are due June 15, 2009.

- 3. Status of ongoing transportation projects, programs, studies and planning documents**

City of Capitola - Steve Jesberg reported that the Bay Avenue sidewalk project construction is scheduled to be completed by Memorial Day.

SCMTD – Angela Aiken and April Warnock reported that the MetroBase project is on hold due delayed release of Prop 1B bonds. SCMTD is working on the American Reinvestment and Recovery Act (ARRA)-funded Paracruz vehicle purchases, dispatch system upgrades, and the Smartcard project. Based on the most recent state bond sales, the \$400,000 security bond projects are expected to move forward.

County of Santa Cruz - Steve Wiesner reported that the County submitted their ARRA-funded road repair projects to Caltrans and is scheduled to advertise the projects in May. The County is also proceeding with sanitation projects which will affect traffic on several roadways, including those around Polo Drive and Boulder Creek. John Presleigh reported that the Redevelopment Agency's (RDA) East Cliff Drive seawall project is scheduled to go to construction this summer, with the parkway project planned for 2010.

AMBAG- Bhupendra Patel reported that AMBAG released a Request for Proposals (RFP) for development of the transit model. The project is funded in part from an FTA 5304 grant. He requested that agencies forward the link to the RFP to interested parties.

SCCRTC – Rachel Moriconi reported that the RTC submitted a federal earmark request to establish a 511 system and has received proposals for construction management of the Highway 1 Auxiliary Lanes projects.

Air District – Dave Fairchild reported that the Air District has been assisting several agencies and consulting firms with developing methods to inventory greenhouse gas emissions. He noted the inventory for Santa Cruz County may be used as a model for other communities.

Ecology Action – Piet Canin announced that the 22nd Annual Bike Week is May 11-17, with the Rail and Trail Day train/bike ride on May 16. He thanked agencies for their assistance with the event and noted that Ecology Action is involved in the promotion of Clean Air Month.

City of Watsonville – Maria Rodriguez reported that the city is opening bids for the Safe Routes to Schools signage project, that the Walker Street rehabilitation project has been completed, that plans and specifications for their ARRA road repair project have been submitted to Caltrans, and that the Green Valley Road and Freedom Boulevard projects are under design.

UCSC – Teresa Buika reported that they have been completing paperwork for their ARRA-funded paratransit vans. Design of the west entrance signal project is underway and the Heller Drive repaving project may include a bicycle lane in the uphill direction.

Caltrans – Jennifer Calate reported that the Highway 129/Chittenden project was completed on April 16, that the vehicle detection project on Highway 1 was moved up to June, Highway 17/Vine Hill wet weather improvements are scheduled for construction this summer, and that the Highway 236 culvert replacement project is finishing up. She noted that Caltrans has also established a planning listserv for sharing information on transportation planning and programming.

City of Santa Cruz – Mark Dettle reported that the City is paving Graham Hill Road, Bay Street, and Ocean Street. Their requests for authorization to proceed with construction of their ARRA road repair projects were submitted to Caltrans at the beginning of the month.

- 4. Additions/Changes to the Agenda** – Rachel Moriconi distributed copies of the ARRA/RSTP grant application for Item 8 and a list of transportation bills for Item 9.

CONSENT AGENDA (Jesberg/Calate)

- 5. Approved Minutes of the February 19, 2009 meeting**

6. Received Highlights of April 2, 2009 Regional Transportation Commission Meeting

REGULAR AGENDA

7. Pedestrian Safety Work Group Update

Veronica Elsea, Chair of the Elderly/Disabled Transportation Advisory Committee's Pedestrian Safety Work Group thanked everyone for their responses to the survey sent out by the group. She noted that a summary of the responses was included in the ITAC packet. The group is focused on making it easier for agencies to identify issues and improve pedestrian facilities, promoting use of the Pedestrian Access Report, reinforcing and promoting private property owner responsibility, and highlighting locations with unsafe conditions.

Agencies were encouraged to send additional information or updates on the questionnaire to Karena Pushnik, SCCRTC staff. Piet Canin suggested a contact for Cabrillo College, an entity that did not respond to the survey. Jennifer Calate noted that the complete streets website has a variety of tools addressing all modes in transportation projects and developments.

8. Update on American Reinvestment and Recovery Act (ARRA) and Regional Surface Transportation Program (RSTP) Funding Opportunities

Rachel Moriconi reviewed the application for the second round of ARRA and FY09/10-10/11 RSTP funds with attendees. Given the large number of unfunded transportation needs in the region, she encouraged all agencies to apply for funds and to focus on the most beneficial projects. The second round of ARRA funds is only available to projects that can obligate the funds (be ready for construction) by February 2010. She reminded project sponsors to review the Regional Transportation Improvement Program (RTIP) listings of previously approved projects and ensure all projects are fully funded.

Recipients of first-round ARRA funds discussed the status of their projects. Staff indicated that cost savings from first-round projects could be redirected to that agency's other projects. Donn Miyahara reminded recipients of any federal highway funds that they will need to address new Disadvantaged Business Enterprise (DBE) requirements. Exhibit 9-B of the Local Assistance Procedures Manual needs to be completed prior to advertising projects and Exhibit 9-A completed prior to contract award.

9. Legislative Update

Rachel Moriconi distributed a list of state bills that ITAC members may be interested in. She highlighted several bills, including AB266, AB726, AB949, AB1414, ACA9, SB205, SB425, and SB485. She requested that ITAC members inform her of any other bills they think the RTC should track.

10. Adjournment –The meeting adjourned at 2:45pm. The next meeting is scheduled for May 21, 2009 at the SCCRTC Conference Room.

Respectfully Submitted:
Rachel Moriconi, Transportation Planner

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Karena Pushnik, Senior Planner/Public Information Coordinator*

Santa Cruz County Regional Transportation Commission (RTC) May 7, 2009 Meeting Highlights

Transportation Development Act (TDA) Claims for the City of Santa Cruz, the Santa Cruz Metro Transit District (SCMTD), Community Bridges and the Volunteer Center approved:

The RTC approved allocating state TDA funding for the City of Santa Cruz for \$46,000 for bikeway striping, a bicycle parking program and pedestrian crossing improvements, \$5,666,625 for SCMTD for both regular fixed route and ADA paratransit services, \$566,721 for Community Bridges and \$66,276 for the Volunteer Center both of which provide transportation services for seniors and people with disabilities. Transportation Development Act funds are allocated based on the RTC's rules and regulations. In addition, the RTC received annual reports from the SCMTD and from two community organizations, Community Bridges and the Volunteer Center.

Presentation from the City of Capitola received:

Steve Jesberg, City of Capitola Public Works Director, provided an update on completed transportation projects within the City of Capitola that use funds secured by the RTC including a third southbound lane on the 41st Ave overpass and Bay Ave sidewalks. In addition, he discussed proposed projects for anticipated federal stimulus American Reinvestment and Recovery Act (ARRA) funds including road rehabilitation on 41st Ave, traffic calming modification to Capitola Rd and Clares St and sidewalk installation on Park Ave.

Highway 1 Projects update presented:

Environmental and engineering consultants delivered status reports on both the Highway 1 HOV Lanes project and the Highway 1 Auxiliary Lanes projects. Included was information about draft document review by federal and state environmental agencies, key engineering issues, special studies, outreach to stakeholders, and timelines to complete the documents and begin construction.

American Reinvestment and Recovery Act and Regional Surface Transportation Program Funding Update:

The RTC received requests for \$15.5 million in Regional Surface Transportation Program (RSTP) and American Reinvestment and Recovery Act (ARRA) funds for 25 projects submitted by cities, the county and other transportation partners. Funding available is estimated to be \$11.4 million. Preliminary funding recommendations will be presented to the RTC at the May 21 Transportation Policy Workshop and a public hearing is scheduled for the June 4 RTC meeting to select the projects.

AGENDA: May 21, 2009

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Transportation Planner
RE: Regional Transportation Plan - Policy Element and Project List Development

RECOMMENDATIONS

Staff recommends that Interagency Technical Advisory Committee (ITAC) members submit updates to the *Regional Transportation Plan* project list to staff by June 5, 2009.

BACKGROUND

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is the state-mandated **long range/25-year transportation plan** for the region. The RTP includes goals and policies that are used to prioritize projects for funding (Policy Element); identifies the area's transportation needs and plans (Action Elements); and estimates the amount of state, federal, and local funds that may be available (Financial Element). The Regional Transportation Plans adopted by Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan (MTP) which is prepared by the Association of Monterey Bay Area Governments (AMBAG). Projects are required to be included in an MTP to receive certain federal transportation funds.

Currently a minor update of the *Regional Transportation Plan* (RTP) is underway and must be adopted by June 2010 in order to meet state and federal deadlines. The RTC also intends to conduct, in coordination with AMBAG, a major update for adoption in 2012 that would incorporate new requirements of SB375 that come into effect in October 2010.

DISCUSSION

The Action Element of the Regional Transportation Plan (RTP) includes lists of transportation needs in the region. Earlier this month, staff sent lists of projects from the 2005 RTP to corresponding project sponsors. The 2005 RTP project lists (Appendices C & D) are available online at: http://www.sccrtc.org/rtp_2005final.html. **Staff recommends ITAC members submit updates to the list to staff by June 5, 2009.** RTC committees are concurrently reviewing this list.

Staff anticipates that some projects may have been completed, increased in cost, or since been deemed infeasible. Those projects will not be carried over to the 2010 RTP. Since the RTP acts, in part, as a long range needs assessment, project sponsors are asked to focus extra attention on the ongoing cost of maintaining and operating the existing multimodal transportation system.

After project sponsors and Commission committees have identified additional projects for consideration in the next RTP, the RTC's environmental consultant will begin review of the list, with the RTC scheduled to consider the draft project list in August 2009. That list will also identify which of the projects might be financially feasible over the next 25 years, given funding constraints. The final list will be adopted in Spring 2010 as part of the Final RTP. Since the 2010 RTP is a minor update, the RTC may have to wait until the major 2012 RTP update to include major new projects.

The RTC is also considering minor updates to the Policy Element and Evaluation Measures for inclusion in the draft document (attached). There are two new evaluation measures which take the first step towards incorporating future RTP requirements to consider greenhouse gas emissions and vehicle miles traveled. However, staff recognizes that the state has not finalized the methodology for calculating greenhouse gas emissions and that the baseline data and calculation methodology should be completed in time for the 2012 RTP update. When preparing evaluation measures, staff took into consideration data availability and the transportation performance measures utilized by the state in the California Transportation Plan and State Transportation Improvement Program.

Because the 2012 update of the RTP will occur so soon, staff has already begun building a file for the 2012 RTP document. If the Commission, Committee Members, or the public has input about content to be included, deleted or amended in the major 2012 RTP update, these may be forwarded to Commission staff at any point in time.

SUMMARY

The Commission is in the process of updating the *Regional Transportation Plan*. Staff recommends that ITAC members review and recommend updates to the project list from the 2005 RTP.

Attachments:

1. Draft Policy Element Update
2. Evaluation Measures

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Transportation goals and policies provide a regional vision to guide the development of project lists and funding expenditures.

The 2010 update of the Regional Transportation Plan represents a minor update, undertaken to meet state and federal guidelines. A major update will be performed as part of the 2012 Plan when the new requirements of Senate Bill 375 – including green house gas emissions targets, methodology and implementation guidance -- will be available.

Broad participation was sought on the development and adoption of previous versions of RTP goals and policies, which were crafted with extensive input from individuals, public and private agencies, interest groups, and the Commission. In addition, a variety of resources—including the *1994 Regional Transportation Plan*, the *1999 Major Transportation Investment Study*, the federal Transportation Equity Act for the 21st Century, and regional transportation plans from other areas in California—were referenced.

The *2010 Regional Transportation Plan* identifies the SCCRTC's primary goals for the region's transportation system over the next 25 years, including more specific policies under each goal. This system provides a foundation for an integrated set of multi-modal goals and policies. Goals for the *RTP*, not in priority order:

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

The goals, policies and sub-policies are used to prioritize projects included in the *RTP's* Investment Program. These policies are also used to provide input on new developments and projects proposed in the region.

Goal 1: PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM, EMPHASIZING SAFETY AND EFFICIENCY.

1.1 Ensure that adequate support is provided to maintain and operate the existing transportation system.

1.1.1 Support road rehabilitation projects based on local Pavement Management System priorities and average daily traffic.

1.2 Continue to provide facilities to accommodate automobile use in recognition that it is the current transportation mode for the majority of people in the county.

1.3 Improve road and transit efficiency by increasing vehicle occupancy and transit ridership, and by providing cost-effective specialized transportation services.

1.3.1 Support all forms of transportation demand management strategies for school and work trips, including, but not limited to, flextime, carpooling, vanpooling, bus pass programs, preferential parking and telecommuting.

1.3.2 Encourage employers to participate in countywide or individual work site transportation demand management programs including joining Transportation Management Associations. (*Adds flexibility*)

1.3.3 Encourage multi-employer vanpooling

1.3.4 Encourage coordination between school bus service and public transit.

1.3.5 Encourage coordination of Americans with Disabilities Act (ADA) and other specialized transportation services provided by the Consolidated Transportation Services Agency (CTSA), Santa Cruz Metropolitan Transit District (Metro), and private providers.

1.3.6 Consider redirecting underutilized transit service hours to areas experiencing overcrowding.

1.3.7 Encourage use of fixed-route transit rather than paratransit, where possible.

1.3.8 Encourage accessible taxi use where cost effective, especially in urban areas.

1.3.9 Encourage volunteer, friend and relative-provided transportation for the elderly and disabled, especially in rural areas.

1.3.10 Encourage school districts and other public agencies to plan and implement transportation demand management and alternative transportation strategies.

1.3.11 Encourage the diversion of goods movement from truck to rail.

1.3.12 Encourage bicycle delivery services.

1.3.13 Encourage employers to make bicycles and bike facilities available for business-related trips.

1.4 Minimize vehicular delay and transit travel times through low cost/high benefit operational improvements, with highest priority given to improving transit travel times.

1.4.1 Encourage signal standardization and signal timing improvements, with respect for pedestrian mobility and bicycle access, and discourage unwarranted stops on arterial streets.

1.4.2 Improve freeway traffic flow through consideration of ramp metering on Highway 1 between Highway 17 and Freedom Boulevard.

1.4.3 Schedule construction to avoid peak commute or visitor periods.

1.4.4 Support bus turnouts and the Yield to Buses program.

1.5 Preserve existing transportation corridors and facilities for current and future transportation uses.

1.5.1 Retain the Watsonville Municipal Airport as a general aviation facility.

1.5.2 Support the Monterey County airport as the only commercial air carrier airport in the region.

1.5.3 Prohibit use of existing railroad rights-of-way which would prevent their use for rail or transit purposes in the future.

1.5.4 Retain and/or enhance ~~all~~ existing sidewalks, bikeways and bus turnouts in road improvement projects incorporating "Complete Streets" concepts. (references new requirements)

1.6 Emphasize safety when making decisions about transportation priorities.

1.6.1 Give priority to safety improvements at locations with higher-than-average accident records.

1.6.2 Reduce bicycle and pedestrian collisions by reducing the potential for conflicts between bicycles and autos and between pedestrians and autos.

1.6.3 Minimize adverse impacts on bicyclists and pedestrians during construction and maintenance activities by prompt repair, sweeping, and avoiding longitudinal seams on all road edges and curb areas including bicycle lanes.

1.6.4 Encourage law enforcement agencies to take a more active role in the enforcement of laws governing the operation of bicycles and of motorists who are at fault in bicycle-motor vehicle accidents.

1.6.5 Encourage driver instruction about sharing the road with bicycles and encourage bicyclists to attend safety education programs.

1.6.6 Enhance safety and security around municipal and private airfields.

1.6.7 Oppose legislation which increases allowable truck size.

11-9

1.6.8 Encourage truck maneuvering on private property, rather than public streets, for the purpose of aligning vehicles at loading facilities.

1.6.9 Improve bicyclists' safety by eliminating impediments along bikeways, conducting regular street sweeping, bike lane repainting and implementing traffic signal detection of bicycles.

1.7 Increase the use of new technology, including information and telecommunication technology to improve traffic operations and traveler information, and to reduce travel demand.

Goal 2: INCREASE MOBILITY BY PROVIDING AN IMPROVED AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.

2.1 Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

2.1.1 Consider the needs of the non-motorized traveler in all programming, planning, maintenance, construction, operations, and project development activities and products. Whenever feasible, the incorporation of pedestrian, bicycle, and transit facilities should be incorporated in all capital projects.

2.2 Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor *Major Transportation Investment Study* program of projects. (Funds shown in parenthesis reflect funding levels approved by the Commission of projected funds identified in the MTIS.) (Consider deleting 2.2, all projects complete or listed in the RTP)

- Widen Highway 1 with High Occupancy Vehicle (HOV) Lanes (\$46 million)
- Bus service improvements (\$124 million)
- Santa Cruz Branch Rail right-of-way acquisition (\$15 million)
- Bicycle/pedestrian path on rail right-of-way (\$12 million)
- Local road improvements (\$50 million)
- Local bicycle projects (\$12 million)
- Electric bicycle subsidy program (\$1 million)

2.3 Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves a the Commission's transit ridership goal of 10 percent of all trips.

2.3.1 Encourage interagency coordination to anticipate and accommodate transit services changes.

11-10

2.3.2 Support consideration of new transit technology, including evaluation of bus rapid transit strategies.

2.3.3 Emphasize commute transit services on congested corridors.

2.3.4 Protect the potential for future commute transit service on existing rail lines.

2.3.5 Support allowing bicycles inside buses under specified conditions.

2.4 Serve inter-county and intra-county travel needs, including consideration of travel links outside of the county.

2.4.1 Emphasize improvements within the county which reduce weekday peak-hour congestion.

2.4.2 Support services that maximizes fare-box returns for inter-county commute trips.

2.4.3 Design road capacity improvements to meet local design and Level of Service standards.

2.4.4 Emphasize pedestrian and bicycle safety and direct access in urban area collector, arterial and intersection improvements.

2.4.5 Allow construction of new arterial or collector roads only when transit and/or existing facilities cannot accommodate demand and negative environmental impacts can be avoided, minimized or mitigated.

2.4.6 Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of an environmental impact report.

2.4.7 Support a Watsonville Junction rail station to serve inter-county rail travel and Amtrak service.

2.4.8 Support expanded general and freight aviation at the Watsonville Municipal Airport consistent with the current Airport Master Plan if it will not adversely affect surrounding areas.

2.4.9 Support park-and-ride lot development where appropriate, including links with express bus service to key employment and education centers and other alternative transportation modes.

2.5 Provide multi-modal access to recreational resources.

2.5.1 Encourage shuttle services in coastal areas.

2.5.2 Encourage private transit service for visitor-serving trips.

2.5.3 Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways.

2.5.4 Consider private ferry service on the Monterey Bay.

2.6 Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.

2.6.1 Increase ADA-compliant access for pedestrians

2.6.2 Encourage fully ADA-compliant intra- and inter-county transit services.

2.6.3 Encourage coordination of ADA transit and paratransit information and services with other specialized transportation services.

2.6.4 Ensure that the public is informed about specialized transportation options.

2.7 To achieve ~~a~~ ~~the 2005 RTP's~~ goal of five percent of all trips and 20 percent of all work trips by bicycle, prioritize bikeway projects based on: 1) increased safety or access; 2) ~~to~~ complete gaps in the regional bicycle network; 3) ~~in~~ high-demand, high-density areas and commute routes; 4) along popular recreational routes.

2.7.1 Construct and mark bikeways on roads and bridges consistent with state standards.

2.7.2 Locate bikeways as bicycle lanes on roads unless a more direct bike path can be provided.

2.7.3 Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated.

2.7.4 Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes.

2.7.5 Ensure that the public is informed about safe bicycling routes and options.

2.7.6 Support programs which deter bicycle thefts.

2.8 Support efficient connections among all transportation modes.

2.8.1 Provide bicycle racks and/or lockers at park and ride lots, transit centers and bus stops; bicycles on transit and pedestrian connections to transit; and potential inter-connections with future uses of the rail line within Santa Cruz County.

2.8.2 Support public and private inter-modal transit and paratransit connections for inter-county trips.

2.9 Provide additional east-west road capacity for mid-Santa Cruz County by increasing capacity on State Highway 1 ~~between Chestnut Street and Freedom Boulevard.~~

11-12

Additional lanes shall be designated as high occupancy vehicle lanes. The high occupancy concept shall be incorporated into all elements of project development for Highway 1 freeway improvement projects.

Goal 3: COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO ENSURE THAT THE REGION'S SOCIAL, CULTURAL, AND ECONOMIC VITALITY ARE SUSTAINED FOR CURRENT AND FUTURE GENERATIONS.

3.1 Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, the Coastal Commission, Caltrans, other transportation agencies, and neighboring counties.

3.1.1 Regularly develop and update local pedestrian and bike plans of all local jurisdictions, UCSC, and Cabrillo College, and implement projects from those plans.

3.1.2 Regularly review the General Plans for Santa Cruz County and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, Local Coastal Programs, as well as the UCSC Long Range Development Plans to support RTP goals and policies.

3.2 Reduce auto-dependent development and reduce vehicle miles traveled by emphasizing opportunities to reuse underutilized urban land for housing and compact, mixed-use developments.

3.2.1 Encourage land-use policies which locate child care facilities at or near residential areas and around transit centers.

3.2.2 Support higher density and affordable housing opportunities in urban areas served by transit for families and individuals who prefer compact urban living due to their age, student status, family and marital situation, cultural amenities, transit preference or dependency, and/or desire for increased sense of community.

3.2.3 Support land-use patterns which discourage urban sprawl.

3.2.4 Encourage infill projects in urban areas along existing major transportation routes.

3.3 Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.

3.3.1 Use landscaping and lighting to encourage more pedestrian trips, including use of alleyways, arcades, sidewalks and paths.

3.3.2 Limit on-street parking on arterial and collector streets to accommodate bike lanes.

3.3.3 Support shuttle service, express buses, and bus pools in urban areas.

3.3.4 Limit development unless transportation impacts can be mitigated or improvements funded by the project.

3.3.5 Support traffic-calming measures on local residential streets.

3.3.6 Protect the Watsonville municipal airport by limiting nearby incompatible land uses.

3.3.7 Emphasize specialized transportation services in urban areas.

3.4 Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian, and park-and-ride investments.

3.4.1 Include transit alternatives in all circulation/traffic studies.

3.4.2 Encourage showers/lockers in new development.

3.4.3 Require new recreation/visitor-serving development to include transit and bicycle improvements.

3.4.4 Provide alternative transportation information as well as adequate and secure bicycle parking at special events, and at public, private, commercial and educational facilities.

3.4.5 In new development adjacent to existing rail lines and bus routes, reserve areas to accommodate potential future rail and bus facilities, and mitigate potential noise and visual impacts.

3.4.6 Limit the number of driveways in new commercial developments to reduce auto/bike conflicts.

3.4.7 Work with local jurisdictions to implement land-use policies that promote jobs/housing balance along existing and future transit routes.

3.5 Support parking management principles which reduce transportation demand at employer sites and commercial areas without negatively impacting neighborhoods.

3.5.1 Support revisions to local parking requirements to ensure consistency with transportation demand management objectives.

3.5.2 Consider region-wide parking management policies.

3.6 Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency.

3.6.1 Support self-sufficiency by providing transit and specialized transportation services.

11-14

3.6.2 Ensure that transportation projects do not subject any particular demographic groups, such as seniors, low-income individuals, or children to inequitable environmental or financial impacts.

3.6.3 Support programs that address the transportation needs of low-income people.

3.7 Allow for and anticipate future mobility needs, taking into account projected future demographics.

3.7.1 Locate new senior, youth and other potential transit-dependent use facilities along transit routes.

3.7.2 Encourage safe routes to schools by providing improved bicycle and pedestrian facilities, improved transit service traffic-calming measures, and bicycle rider training programs for elementary students.

3.7.3 Ensure that senior, youth, medical, low-income and other transit dependent oriented facilities are served by bicycle, pedestrian and transit services/facilities.

Goal 4: ENSURE THAT THE TRANSPORTATION SYSTEM COMPLEMENTS AND ENHANCES THE NATURAL ENVIRONMENT OF THE MONTEREY BAY REGION AND THAT MINIMIZE GREENHOUSE GAS EMISSIONS
(adds supporting policies)

4.1 Emphasize sustainable transportation modes consistent with regional environmental policies.

4.2 Ensure that transportation projects ~~either~~ contribute to improved regional air quality, ~~and~~ reduced energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.

4.2.1 Support legislation to increase vehicle fuel efficiency, develop alternative fuels and reduce use of petroleum fuels.

4.2.2 Encourage alternate/clean fuel technology for trucks, transit, and school buses operated in the region.

4.2.3 Support investments that reduce vehicle miles traveled using smart growth strategies, such as infill and mixed used development and other strategies that increase connectivity.

4.2.4 Support a variety of strategies, including but not limited to, increased transit ridership, bicycling, walking, carpooling, telecommuting/teleconferencing, that reduce vehicle miles traveled.

4.2.5 Support greenhouse gas emission reduction measures that may include modification of existing facilities or services, construction of new facilities, and incentive or funding programs and pricing strategies

4.2.5 Encourage transportation model enhancements that generate quality information useful for educating decision makers and the public about the impacts of land use and transportation investments.

4.3 Ensure that transportation projects contribute to the protection of biological and scenic resources, open space, and agricultural land.

4.3.1 Encourage the development of designated recreational trails for pedestrian, bicyclist, and equestrian use.

4.3.2 Limit off-road vehicle use to designated areas.

4.3.3 Avoid, minimize or mitigate the impact of transportation improvements on parks, recreation areas, historic sites, and cultural resources.

4.3.4 Avoid, minimize or mitigate noise, vibration, and visual impacts from transportation improvements in sensitive areas.

4.3.5 Include landscaping in transportation projects, where feasible.

4.4 Ensure that all transportation project specific environmental review incorporates appropriate avoidance, minimization or mitigation measures, such as Transportation Control Measures.

Goal 5: MAKE THE MOST EFFICIENT USE OF LIMITED TRANSPORTATION FINANCIAL RESOURCES.

5.1 Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

5.2 Finance the development and maintenance of the transportation system in a way which shares the costs equitably among responsible jurisdictions and/or users.

5.2.1 Ensure that proposed improvements to the transportation system are within the community's ability to finance and operate.

5.2.2 Support new assessment districts and local or regional traffic impact fees on new development. *(preserves funding options)*

5.2.3 Encourage private development proposals to include transit, bike and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

5.2.4 Encourage increased parking rates for employees and visitors at municipal and private parking facilities. Encourage reductions in parking requirements in conjunction

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with required subsidized bus pass programs and other transportation demand management measures.

5.2.5 Support funding sources that assess those who benefit directly from improvements, including consideration of premium transit service.

5.2.6 Enlist visitor-serving businesses to help pay for transit service to that market consistent with transit improvement plans.

5.2.7 Encourage private businesses and agencies/programs which receive regular paratransit services to contract for those services.

5.2.8 Support funding flexibility to purchase energy-efficient transit and school buses.

5.2.9 Ensure that improvements meet regional, state and federal requirements for cost effectiveness, operating efficiencies, and mobility improvements.

5.3 Support increased and/or new transportation revenues for essential improvements.

5.3.1 Support increased federal, state or local gas taxes to be used for a variety of transportation improvements, including road maintenance.

5.3.2 Support projects which include feasible market and value pricing strategies.

5.3.3 As a high priority, aggressively pursue new and additional funding sources for needed transportation improvements, and programs including transit needs, elderly and disabled transportation, and rail demonstration projects.

5.3.4 Seek additional funding sources to support and expand alternative transportation mode facilities and services.

5.3.4 Consider the extension of State Scenic Highway Status and support National Scenic Byway designation where appropriate.

5.4 Set funding priorities, keeping in mind that the Commission affirms its ongoing commitment to the current formula allocation of Transportation Development funds and support for funding specifically dedicated to bus service. In the case of discretionary and new funds, the Commission affirms that its highest priority is to ensure the rapid progress towards widening Highway 1 in a manner that promotes carpools and buses.

Discretionary funds shall be allocated to other projects only when such use is determined by the Commission not to be inconsistent with the timely fulfillment of this highest priority.

Other funding priorities shall be set in the following way (not in priority order):

5.4.1 High priority shall be given to transportation improvements within the county that reduce weekday peak-hour congestion and/or improve safety.

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- 5.4.2 Give high funding priority to pedestrian, bicycle, and other alternative transportation mode improvements that serve students.
- 5.4.3 Assign high priority to maintenance of the existing street system.
- 5.4.4 Assign high priority to development of sidewalks and bike lanes on collectors and arterials in urban areas.
- 5.4.5 Assign high priority to projects approved during the *1999 Major Transportation Investment Study* decision-making process.
- 5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of Transportation Development Act (TDA)-funded paratransit service.
- 5.4.7 Give priority for TDA-funded elderly and disabled transportation service to low-income residents who have no other options.
- 5.4.8 Give priority to projects that balance capital and operating costs with community benefits.
- 5.4.9 Support projects which can compete favorably for discretionary federal funds.
- 5.4.10 Support projects which can be delivered in a timely manner.
- 5.4.11 Support transportation investments that encourage sustainable land-use practices.
- 5.4.12 Give priority to any long-term measures that reduce dependence on single occupant vehicles.
- 5.4.13 Give priority to pedestrian improvements, especially near fixed route transit

Goal 6: SOLICIT BROAD PUBLIC INPUT ON ALL ASPECTS OF REGIONAL AND LOCAL TRANSPORTATION PLANS, PROJECTS AND FUNDING.

6.1 Ensure that all transportation-related decisions by the Commission, Metro, Caltrans, local jurisdictions, and others are preceded by adequate public information activities.

6.1.1 Employ a variety of cost-effective information strategies to reach the broadest possible audiences, including various income strata and minority groups.

6.2 Ensure that regional, state and federal public-participation goals are being met, including those in the region's Public Participation Plan. (includes reference to newly completed regional/AMBAG document)

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Attachment 2

2010 Regional Transportation Plan
 SCCRTC Draft Evaluation Measures

Performance Measures	
	MAINTENANCE: Backlog of road maintenance and buses/bus facilities overdue for maintenance
NEW →	ENVIRONMENT: Smog forming pollutants - tons
	ENVIRONMENT: Greenhouse gas emissions
NEW →	PRODUCTIVITY: Vehicle Miles Traveled: peak period and off peak
	EQUITY: Transportation expenditures per mode
	EQUITY: Transportation expenditures per jurisdiction
	VEHICLE OCCUPANCY: Average vehicle occupancy on Highways 1 & 17
	CONGESTION: Vehicle hours of delay analysis
	COMMUTE: Average Commute time (minutes)
	TRANSIT: Ridership
	TRANSIT: Number of jobs and housing units within 1/4 mile of transit stops (not route) on fixed routes.
	PARATRANSIT: Number of paratransit & sr/disabled fixed route rides/% of population that is elderly or disabled***
	BIKE: Miles of Class 1 & 2 bikeways
	BIKE: Rate of reported bike collisions to population
	PEDESTRIAN: Miles of pedestrian facilities - sidewalks/paths
	PEDESTRIAN: Rate of reported pedestrian collisions to population

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: American Recovery and Reinvestment Act (ARRA) and Regional Surface Transportation Program (RSTP) Funding Program – Preliminary Staff Recommendations

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC):

1. Review and recommend that the RTC approve staff's recommendations for programming \$5.6 million in Round 2 of American Recovery and Reinvestment Act (ARRA) and \$5.8 million in Regional Surface Transportation Program (RSTP) funds ([Attachment 1](#)).
-

BACKGROUND

The RTC is responsible for selecting projects to receive a variety of state and federal transportation funds. This includes funds from the "highway" portion of the federal economic stimulus bill - the American Recovery and Reinvestment Act (ARRA) - and federal Regional Surface Transportation Program (RSTP) funds, which the RTC is responsible for programming on a regular basis.

At its February 5, 2009 meeting, the RTC selected projects to receive \$6.5 million in anticipated funds from the "highway" portion of ARRA (Round 1). Over 95% of those funds were distributed to local jurisdictions based on their percentage of the county's population ([Attachment 2](#)). Additional funds are now available for programming.

DISCUSSION

At its April 2, 2009 meeting, the RTC issued a call for projects for the remaining \$5.6 million in ARRA funds (including approximately \$365,000 for Transportation Enhancement (TE) activities) and \$5.8 million in FY09/10 and FY10/11 RSTP funds. Applications for 25 projects, totaling \$15.5 million were received.

Staff has prepared preliminary recommendations ([Attachment 1](#)) based on project benefits, including federal and state prioritization criteria and criteria approved at prior RTC meetings ([Attachment 3](#)). Projects selected for ARRA funds must complete all pre-construction work (e.g. environmental, right-of-way, and design) by early February 2010 or the funds will be lost to other states. Staff is bringing the project lists to the RTC's committees for review and input this month and staff recommendations may be modified based on committee input. The RTC will be asked to consider staff, advisory committee and public input prior to adoption of the final project list at the RTC's June 4, 2009 meeting to be held at the City of Watsonville Council Chambers.

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and recommend that the RTC approve staff's recommendations for programming \$5.6 million in Round 2 American Recovery and Reinvestment Act (ARRA) and \$5.8 million in Regional Surface Transportation Program (RSTP) funds ([Attachment 1](#)).

The preliminary staff recommendations include reserving \$1.8 million in RSTP funds in order to address funding uncertainties for several regional projects. Uncertainties remain regarding the final costs of the Highway 1 Auxiliary Lanes and Santa Cruz Branch Rail Line Acquisition projects, due to threatened legal challenges to both projects and the unpredictability of the results of such challenges. Also the State's budget crisis continues to make it difficult to secure funding allocations for state funded projects jeopardizing other funding for those projects, creating delays, and increasing costs. If the funds are not needed, they will be programmed to other projects in a future funding cycle.

SUMMARY

An additional \$5.6 million in funds from the federal economic stimulus bill (ARRA) and \$5.8 million in Regional Surface Transportation Program (RSTP) funds are available for programming. Applications were received for 25 projects totaling \$15.5 million. Staff recommends that the ITAC make recommendations for consideration by staff and the RTC.

Attachments:

1. Preliminary Staff Recommendations
2. Economic Stimulus Funds Approved by RTC February 5, 2009
3. Evaluation Criteria

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PRELIMINARY STAFF RECOMMENDATIONS
2009 ARRA Round 2 & RSTP Project Proposals

Funds in \$000 (thousands)

RTC to Select Projects Following a Public Hearing on 6/4/09

Available Funds: ARRA \$5,588,240; RSTP \$5,800,000 = \$11.4M total

#	Implementing Agency	Project	Description	Agency Priority	Request	Request		
						Staff Recommendation	ARRA	RSTP
1	Capitola	38th Avenue Reconstruction	Reconstruct 38th Ave just south of Brommer St, north to Capitola Rd. ADT 6400; 470ft curb/gutter/sidewalk on west side south of Capitola Rd. May add bike lanes if remove parking.	1 of 2	590	438	XX	x
2	Capitola	Park Avenue Sidewalks	Fill gaps in sidewalks from Cliffwood Heights neighborhood to Capitola Village	2 of 2	480	0	x	x
3	Santa Cruz City	Beach Area Roundabouts	2 roundabouts - Pacific Ave/Beach St/Wharf intersection and Pacific Ave/Center St/Depot Park intersection and streetscape elements.	1 of 4	1,000	1,000	XX	
4	Santa Cruz City	Pacific Avenue, Third St, and Second St Pavement Rehab	Road repairs. Pacific Ave: Beach-Water; 3rd St: Beach to Riverside; 2nd St: Pacific to Cliff	2 of 4	1,200	1,050	x	x
5	Santa Cruz City	West Cliff Multi-use Path Reconstruction	Repairs to path from Bay to Swanton. Minor widening of 1-2 ft in some areas, new access ramps, slurry seal in some areas.	3 of 4	400	0		x
6	Santa Cruz City	Soquel/Park Way Traffic Signal	Install left-turn phasing (green/red arrow indicators) at Soquel/Park Way signalized intersection	4 of 4	500	0		x
7	Scotts Valley	Whispering Pines Sidewalk	Construct pedestrian path and Class 2 bike lanes (if feasible)	1 of 1	500	350	x	XX
8	County of SC	Pavement Management Cape Seal	Cape seal coat on approx. 77,000 feet of various roads	1 of 8	1,500	1,500	XX	
9	County of SC	Empire Grade Road Overlay	Road repairs from Alba Rd to approx. 3.6mi north of Alba Rd (19,041ft)	2 of 8	680	0		x
10	County of SC	Bear Creek Rd Overlay	Road repairs from PM 5.0 to PM 7.66 (14,049ft)	3 of 8	640	640	x	
11	County of SC	Soquel-San Jose Rd Overlay	Road repairs from Olson Rd to PM 8.51 (16,000 ft)	4 of 8	760	760	x	
12	County of SC	Soquel Drive Overlay	Road repairs on Soquel Dr: Borregas Dr to St. Park Dr. (0.86mi).	5 of 8	700	700		x
13	County of SC	Felton Empire Road Overlay	Road repairs on Felton-Empire Rd: Hwy 9 to PM271 (5165ft) & PM 2.01-1.0	6 of 8	600	0		x
14	County of SC	Seacliff Overlay	Road repairs on Center Ave, El Camino del Mar, and Sea Cliff Drive (2830 ft total)	7 of 8	380	0		x
15	County of SC	Glen Canyon Rd Overlay	Road repairs from Branciforte Dr to post-mile 1.75 (9,250 ft)	8 of 8	440	0		x
16	Watsonville	Green Valley Road Rehab-Phase 2	Road repairs from Main St/SR152 to Penny Lane. Fill gaps in sidewalks and bicycle facilities.	1 of 2	2,100	2,000	XX	x
17	Watsonville	Freedom Blvd Rehabilitation	Road repairs, add 0.7 bicycle lanes, remove and replace sidewalks, underground utilities	2 of 2	500	0		x

#	Implementing Agency	Project	Description	Agency Priority	Request	Staff Recommendation	ARRA	RSTP
18	County Health Services	South County Based Community Traffic Safety Coalition	Develop traffic safety coalition in Watsonville and implement safety programs which may include distributing traffic safety education materials, bike helmet use promotions, pedestrian safety campaign, and bike and walk to school events.	1 of 1	136	0	x	x
19	Ecology Action	Go Green Campaign - Cabrillo College and Local Employee Services	Reduce SOV trips to Cabrillo College and major employer sites by enrolling students and employees into new and long running sustainable transportation services to reduce SOV trips. Continuing educational and promotional activities to increase bus pass purchases, 511.org database use, Commute Solution's Carpool Incentive program, and EA's employee membership services.	1 of 1	170	120		XX
20	UCSC	UCSC Commuter Vanpool Van Replacements	Purchase replacement 12-passenger vans for vanpools along Hwy 1 corridor from Watsonville and mid-county to UCSC (\$33k each)	1 of 1	200	66		XX
21	RTC	Countywide Bike Route Signage Program	Define routes, and sign development and installation directing cyclists to preferred bike facilities		300	0		x
22	RTC	Park and Ride Lot Program	Upgrade and improve existing PnR lots and secure additional locations, espeically in south county.		222	160		XX
23	RTC	Freeway Service Patrol	Peak period and weekend tow truck patrols on Highways 1 and 17 to assit disabled vehicles, remove incidents, and clear obstacles.		307	180		XX
24	RTC	Hwy 1 Aux Lanes: Soquel-Morrissey - PA/ED & PS&E	Additional funds needed to complete environmental review and design of auxiliary lanes on Hwy 1 between Soquel Ave and Morrissey Blvd		368	368		XX
25	RTC	Rideshare Program	Transportation Demand Management outreach, education, and implementation program.		500	250		XX
26	RTC	Reserves for potential needs on regional projects	rail and highway projects; match requirements for potential earmarks; respond to uncertain funding needs and potential funding opportunities.			1,806		XX
TOTAL REQUESTED					15,173			
TOTAL RECOMMENDED						11,388		

Economic Stimulus Transportation Funds - Round 1
Approved by the RTC 2/5/09

Implementing Agency	Project	Approved 2/5/09 - \$6.5M*
UCSC	Paratransit vehicle replacements	\$125,000
SCCRTC	Freeway Service Patrol	\$180,000
Funds to Local Jurisdictions		\$6,195,000
Capitola, City	41st Ave Rehab: Capitola Road to Clares	\$230,000
Santa Cruz, City	Lump Sum Road Repairs: Morrissey Blvd. (Water to Fairmount), Market Street (Water to Highway 1), and West Cliff Drive (Bay to approximately Almar)	\$1,350,000
Scotts Valley, City	Bean Creek Rehabilitation	\$275,000
Watsonville, City	Lump Sum Road Repairs	\$1,200,000
County of Santa Cruz	County of Santa Cruz Road Repair Projects	\$3,140,000
TOTAL		\$6,500,000

**ARRA/RSTP
EVALUATION CRITERIA**

As approved at prior RTC meetings, based on federal and state criteria and the RTC's Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), projects were evaluated based on the following:

1. State and federal criteria for ARRA funds:
 - a. Projects in economically distressed areas
 - b. Projects that can be completed within three (3) years.
 - c. Level of economic benefit and jobs created
 - d. Timing of when projects can obligate funds (those ready for construction sooner, to be given priority).
 - e. All funds must be obligated by March 2010. Any funds not obligated by the deadline will be withdrawn and reappropriated to other states.

2. State criteria for TE funds (per ABx3 20 and SB286):
 - a. First priority: projects whose sponsor is partnering with, or has agreed to employ the services of, a community conservation corps or the California Conservation Corps (collectively referred to as "corps");
 - b. Second priority: projects whose sponsor is not partnering with, or agreeing to employ the services of, a corps because: (1) the project has no component that can be performed by a corps, (2) no corps services the area in which the project is located, or (3) no corps that services the area will commit to work on the project;
 - c. Third priority: Bike/Ped projects
 - d. After all eligible projects have been selected pursuant to above paragraphs, funding may go to the remaining TE projects

3. Based on the RTC's Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), priority for economic stimulus and RSTP funds will be given to projects based on:
 - a. Benefit to the region's transportation system
 - b. Address multiple modes of transportation
 - c. Improve safety (reduce fatalities and injuries)
 - d. Improve mobility (reduce travel times, reduce congestion)
 - e. Increase accessibility (increase travel options and opportunities)
 - f. Improve reliability of the system (ensure on time trips and service)
 - g. Increase productivity of the existing transportation system (increase throughput)
 - h. Improve air quality/environment/global warming (reduce emissions)
 - i. Preserve existing infrastructure or service, and
 - j. Have limited risks to delivery (have sufficient funds, limited potential delays)
 - k. Projects must be fully funded.

4. In the event that a project sponsor is at risk of missing deadlines for ARRA funds, funds will be redirected by RTC staff, in consultation with all project sponsors, to other projects that can meet the deadline on a first-come-first-serve basis in order to preserve our county's share of stimulus funds.

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AGENDA: May 21, 2009

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Grace Blakeslee, Transportation Planner
RE: Local Streets and Roads Monitoring and Detection Equipment

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide general information about the traffic monitoring and detection equipment installed on local roadways.

BACKGROUND

Real-time monitoring and incident detection assists in managing demand and operations on the transportation system. Meanwhile, the construction of capacity increasing projects in this area is long term and complex. RTC is investigating the possible benefits of providing real-time traffic and incident information on major Santa Cruz County roadways to motorists via the internet. RTC staff is aware that in many cases the equipment required to provide motorists with roadway condition information may have the dual benefit of providing partner agencies with roadway data and safety and security information.

DISCUSSION

RTC staff is considering the potential for providing Highway 1 traffic speed information between Watsonville and Santa Cruz to motorists via the web as part of a pilot project. Currently, there is one Closed Circuit Television Camera (CCTV) on Highway 1 near the Emeline Exit that provides travelers with views of real-time traffic information near the Highway 1/Highway 17 Interchange area. Caltrans has two detection projects planned on the Highway 1 corridor which include adding CCTV cameras and traffic monitoring equipment.

Motorists may choose to travel on local streets and highways as an alternative to traveling on the Highway 1 corridor. In order to have a better understanding of the real-time traffic information available on local arterials and collectors, staff would like to request that ITAC members provide general information about:

- What, if any, traffic detection equipment is installed on local arterials and collector routes?
- Is this information made available to emergency services, transit, and/or the public?
- What are local jurisdictions' needs for additional traffic monitoring equipment?
- What do local jurisdictions see as primary barriers to installing traffic monitoring equipment?

TO: Interagency Technical Advisory Committee
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Fiscal Year 2009/10 Budget Outlook

RECOMMENDATION:

Staff recommends that Interagency Technical Advisory Committee members share information on the FY09/10 budget outlook for transportation at their agencies.

BACKGROUND

The State legislature adopted a budget aimed at addressing a projected \$40 billion deficit on February 19, 2009. That budget included significant cuts to transit, deferment of gas tax payments to local jurisdictions, and a one-cent increase to the state sales tax. The Legislature also placed five measures on the May 19, 2009 state ballot that impact the State Budget. Since then, the Department of Finance has projected an additional budget gap of \$15.4 billion for FY09/10 even if the May 19 special election ballot measures pass. They project a \$21.3 billion deficit if Propositions 1C, 1D and 1E fail. With continuing drops in revenues from income tax, sales tax, and property tax, the State and local agencies are facing additional cuts to various programs.

DISCUSSION

Last week Governor Arnold Schwarzenegger released two versions of his May Revise proposal for the Fiscal Year 2009/10 State Budget, which proposes amendments to the budget depending on the outcome of the May 19, 2009 election. The Governor's revise proposes additional hits to transit - diverting \$336 million in "spillover" revenue to fund bond debt service. Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales, and generally reflect higher gasoline prices.

While the Governor's May Revise does not propose to borrow Proposition 42 revenues (sales tax on gasoline designated for local streets and roads, the State Transportation Improvement Program (STIP) and transit), staff remains cautious that the final budget could target those funds.

In addition to the cuts proposed in the budget, the severity of the state budget deficit could impact the state's ability to sell bonds, thereby impacting additional programs. Bond sales in March and April have allowed projects that were already under contract and several additional projects in the state to continue, with FY08/09 Proposition 1B funds designated for MetroBase released in April and funding for the Highway 1/17 Merge Lanes Landscaping project expected

to be released in June. However, it remains uncertain as to when funds for design of the Highway 1 Soquel-Morrissey Auxiliary Lanes project and the future year Proposition 1B funds needed for the MetroBase Operations Facility or local streets and roads will be available.

Staff will be monitoring negotiations regarding budget amendments and advocating that impacts to transportation be minimized. **Staff recommends that the Interagency Technical Advisory Committee share information on how the various state and local budget proposals could impact transportation programs at their agencies.**

SUMMARY

The State is facing an additional \$15-21 billion deficit and will be amending the FY09/10 State Budget. The Governor has proposed additional cuts to transit and cuts to city and county revenues to fill the gap.

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