



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

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**AGENDA**

**Thursday, May 16, 2013**

**1:30 p.m.**

**Watsonville Main Library Meeting Room**  
**275 Main St., Suite 100, 2<sup>nd</sup> Floor**  
**Watsonville, CA**

*2-hour free parking in garage, entrance on Rodriguez*

**Note Special  
Meeting Location**

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

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

4. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

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

5. Approve Minutes of the April 18, 2013 ITAC meeting - Page 3

**REGULAR AGENDA**

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Scenario Planning for 2014 Transportation Plans - Page 6
  - a. Staff report
8. Local Streets and Roads Needs - Page 13
  - a. Staff report

**NEXT MEETING:** The next ITAC meeting is scheduled for **June 20, 2013** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

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**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@scrtc.org](mailto:info@scrtc.org) / website: [www.scrtc.org](http://www.scrtc.org)

**AGENDAS ONLINE:** To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email [rmoriconi@scrtc.org](mailto:rmoriconi@scrtc.org) to subscribe.

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

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

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**DRAFT MINUTES**

Thursday, April 18, 2013  
1:30 p.m.  
RTC, Conference Room  
1523 Pacific Avenue, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Heather Adamson, AMBAG  
Taylor Bateman, City of Scotts Valley Planning  
Tove Beatty, Santa Cruz METRO  
Teresa Buika, UCSC  
Erich Friedrich, Santa Cruz METRO  
Steve Jesberg, City of Capitola Public Works  
Murray Fontes, City of Watsonville Public Works and Planning Proxy  
Chris Schneiter, City of Santa Cruz Public Works  
Ken Thomas, City of Santa Cruz Planning  
Steve Wiesner, County Public Works  
Majid Yamin, City of Scotts Valley Public Works

**STAFF PRESENT**

Grace Blakeslee  
Ginger Dykaar  
Rachel Moriconi

**OTHERS PRESENT**

Mark Dettle, City of Santa Cruz Public Works  
Claudia Espino, Caltrans District 5 – by phone for item 10  
Ryan Heywood, UCSC IDEASS Program

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1. Call to Order – Chair Chris Schneiter called the meeting to order.
  2. Introductions – Self introductions were made.
  3. Oral communications – None
  4. Changes to consent and regular agendas – Members were asked to update the Committee roster and the Caltrans' project status report was distributed.

**CONSENT AGENDA (Beatty/Yamin) approved**

5. Approved minutes of the February 21, 2013 ITAC meeting

**REGULAR AGENDA**

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

UCSC: Teresa Buika reported that the University has opened bids for the Electric Vehicle Charging Station at the Core West parking lot.

County of Santa Cruz: Steve Wiesner reported that the traffic signal at Lockwood Lane and Graham Hill Road is now in service. Major utility work is underway on Graham Hill Road near the City of Santa Cruz, on Soquel Drive from Soquel Village to Cabrillo College, and through Aptos Village. Several storm damage repair projects are going to construction, including on Alba Road and Eureka Canyon Road.

Santa Cruz METRO: Erich Friedrich and Tove Beatty reported that pile driving is underway on River Street for the operations building. Work on the short range transit plan will be starting soon. METRO has applied for a Caltrans planning grant for a transit intern. Seasonal service to Big Basin State Park has started.

Santa Cruz: Chris Schneider reported that they are using cold-in-place recycling for pavement projects on Front, River, and Cathcart streets. Notices for work on Soquel Drive from Ocean Street to Branciforte Avenue will also be going out soon. The Safe Routes to Schools project near Gault Elementary School is also moving forward.

#### 7. 2014 Metropolitan Transportation Plan/Sustainable Communities Strategy Scenario Development

Heather Adamson, AMBAG Planner, presented information on the sustainable communities strategy (SCS) scenarios, evaluating alternative planning scenarios from status quo development patterns. The draft metropolitan transportation plan (MTP) and environmental document will be based on the preferred scenario to be selected by the AMBAG board in September. Initial scenario concepts are based on input AMBAG has received.

In response to a question from ITAC members, staff reported that scenarios assume status quo funding, plus a new sales tax measure, but will also look at what will not be possible without a new sales tax. Project lists for the MTP are based on the lists developed by regional transportation planning agencies with project sponsors. The MTP goals are consistent with those developed for the 2014 Santa Cruz County Regional Transportation Plan (RTP). The MTP has a more regional, multi-county focus and will not evaluate specific projects. ITAC members commented that jobs will need to match the type of people living within growth areas or there will be double commutes. High density in high travel locations will work if there is high quality transit, otherwise transit will not be used; however, increased transit service will reduce funding available for other projects. It was suggested that signal synchronization could help traffic flow. ITAC members requested that a public workshop be held in Santa Cruz, rather than just in Aptos.

#### 8. Complete Streets Assessment – Project List

Grace Blakeslee, RTC Transportation Planner, reported that staff conducted a complete streets analysis of the regional transportation plan (RTP) project lists and is working to develop complete streets guidance to be used as projects move forward. Based on analysis of areas where greater density is expected to occur through 2035, staff recommended modifications to the draft regional transportation plan (RTP) project list. These included enhanced bicycle, pedestrian, and transit environments. It was noted that in some areas there may be geographic and right-of-way constraints, but could possibly be implemented as land uses change and a shift to making bikes, pedestrians, and transit more of a priority in the transportation system. Members provided input on some specific proposals and agreed to email any additions and changes to the list to Ms. Blakeslee.

## 9. Bike Count Report

Ginger Dykaar and Ryan Heywood (UCSC IDEASS intern) presented the draft 2012 Bike Count Report, which includes results of bicycle counts conducted in May 2012 and bike count trend data collected by the Community Traffic Safety Coalition in the past. They requested input on future count methodologies. Members noted that given the significant amount of funding spent on bicycle facilities it is important to track use. Members supported taking counts during the PM peak, but noted that the PM peak will not capture travel by students. METRO staff suggested also using data from METRO regarding bikes on buses to identify the peak bike use periods. Members agreed to provide input on the report to Ginger Dykaar by Thursday, April 25.

## 10. State Highway Advanced Planning

Rachel Moriconi reported that each year Caltrans works with local agencies to identify state highway projects that may be locally funded in the near future and would require development of a project initiation document. Claudia Espino, Caltrans District 5 Advance Planning, noted that any project moving forward will need to be in the RTP and demonstrate that it is realistic to fund. Local jurisdictions discussed options for expediting delivery of projects on the state highway system when a local jurisdiction is the lead agency and suggested setting up a meeting between the Caltrans District 5 Director and public works departments.

The meeting adjourned at 3:15 p.m. The next ITAC meeting is scheduled for **May 16, 2013 at 1:30 PM** in Watsonville.

*Minutes prepared by: Rachel Moriconi*

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**AGENDA:** May 16, 2013

**TO:** Interagency Technical Advisory Committee

**FROM:** Ginger Dykaar, Transportation Planner, Grace Blakeslee, Senior Transportation Planner and Anais Schenk, Planner at the Association of Monterey Bay Area Governments

**RE:** Scenario Planning for 2014 Transportation Plans

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee:

Provide input on the types of transportation projects that will be considered under each scenario as part of the scenario planning process for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan ([Attachment 1](#)).

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## **BACKGROUND**

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. RTC staff has been working with the Sustainable Transportation Council (STC) to incorporate a sustainability framework into the 2014 Regional Transportation Plan. This approach was approved by the RTC in January 2012. This framework supports the Triple Bottom Line definition of sustainability by maximizing social equity, environmental quality and economic prosperity for the region. The goals, policies and targets for the RTP have been developed based on the Sustainable Transportation Analysis and Rating System (STARS) and a draft set was approved by the RTC in May 2012. Strategies for advancing these goals/targets will be identified in the scenario planning process.

The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. As part of the 2014 MTP, Senate Bill 375 requires AMBAG to develop a coordinated land use and transportation plan called the Sustainable Communities Strategy (SCS) to show how per capita vehicle miles traveled and associated greenhouse gas emissions will be reduced.

To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG and regional partners to develop components that can be used for both transportation plans. These long range transportation plans include a policy

element, an action element and a financial element. The Action Element identifies a list of transportation projects in the region through 2035. This past fall, RTC committees, members of the public and project sponsors identified nearly 500 projects to be considered for the RTP/MTP project list. The draft RTP project list was approved by the RTC in March 2013.

## **DISCUSSION**

The draft project list will be divided into a “constrained” list (projects that could be implemented with foreseeable revenues through 2035) and “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated). In order to determine which projects will be on the “constrained” list in the RTP and MTP, RTC staff has been working closely with AMBAG staff on a scenario planning process which supports development of the state-mandated Sustainable Communities Strategy.

Scenario planning is a tool that provides a framework for land use and transportation decision making based on population, housing and employment forecasts and transportation investments. By assuming various combinations of land development and transportation system improvements under different scenario themes, one can assess how each scenario advances the region’s goals using performance measures.

Transportation projects in the Draft RTP project list will be grouped into financially “constrained” packages that would be implemented under each scenario. It is most advantageous to initially analyze distinctly different scenarios. The initial scenarios typically represent extremes in the spectrum of plausible land development and transportation investments that could occur by 2035. Analysis of the distinctly different scenarios should provide the public and decision makers more information about, “what if funding is invested in...”. Following the development of the initial scenarios, hybrid scenarios will be created that will bring together a mix of land use and transportation projects that best achieve regional goals and SB375 greenhouse gas emission targets. The final preferred scenario, selected from the hybrid scenarios, will be the land use and transportation vision for 2035 and will define the transportation projects that are on the constrained list in the RTP and MTP.

At each step of the scenario planning process, the scenarios will be analyzed for their ability to advance the RTP/MTP goals using the Regional Travel Demand Model. RTC staff will work with the Sustainable Transportation Council to analyze how well the scenarios advance the RTP goals and targets at a project level for Santa Cruz County. AMBAG will analyze how well the scenarios advance the MTP goals and requirements of SB 375 at a regional level.

AMBAG, with input from the tri-county Regional Transportation Planning Agency staff, Planning Directors, and the Regional Advisory Committee, have drafted the themes and descriptions of land use patterns and transportation investments to be considered in the Future Alternative SCS Scenarios. A description of land use

patterns and transportation characteristics for each scenario are provided for your input ([Attachment 1](#)).

Each scenario proposed for evaluation will consider transportation projects funded using both discretionary and dedicated funds reasonably expected to be available through 2035. Discretionary, relatively flexible funding makes up approximately 25% of the funding identified in the Regional Transportation Plan. The remaining 75% of funding is dedicated to specific types of projects based on federal, state or local regulations. The scenario descriptions **only identify investments proposed for discretionary funding and are above and beyond what would be implemented using dedicated funds.** Discretionary funds estimated for our county through 2035 include RSTP (\$80 million), STIP funds (\$80m), a half cent sales tax measure (\$350m) as well as a number of other semi-flexible funds (\$140m) for a total of approximately \$650 million. Dedicated funds include, but are not limited to, fuel tax revenues (HUTA) distributed directly to local jurisdictions, the existing ½ cent transit sales tax, state highway maintenance funds, and funding for airports.

**Staff recommends that the ITAC provide input on the types of transportation projects that will be considered under each scenario as part of the scenario planning process for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan ([Attachment 1](#)).**

## **NEXT STEPS**

- May 2013 – AMBAG, with participation from the Regional Transportation Planning Agencies, will provide a series of workshops throughout the tri-county region in mid-May 2013 to solicit input from the public on the initial scenarios. There will be two workshops in Santa Cruz County: Monday, May 20 in Watsonville at 275 Main Street, 4<sup>th</sup> floor 6:00–7:30 pm and Thursday, May 23 in Santa Cruz at the Santa Cruz Police Department Community Room, 155 Center Street, 6:00–7:30 pm.
- June 20 ITAC - RTC and AMBAG staff will present a comparison of the results of the initial scenarios in advancing the performance measures of the RTP.
- June 26, 2013 RTC Transportation Policy Workshop - AMBAG and RTC staff will present the initial scenarios and a qualitative analysis of how the various scenarios compare in advancing the performance measures of the RTP and MTP. Input will be solicited on what components from the initial five scenarios should be included in the two hybrid SCS scenarios.
- June/July 2013 - From the initial SCS scenarios, two hybrid SCS scenarios will be developed for further refinement and analysis as part of the process of developing a final preferred scenario.
- August 2013 - RTC staff will present the hybrid scenarios to the RTC and ITAC and receive input on the single preferred scenario.



- September 2013 - AMBAG staff will bring the single preferred scenario to their board for approval which will determine the transportation projects on the “constrained” list that will be evaluated in the program-level Environmental Impact Report (EIR) and included in the RTP. RTC staff will bring the RTP project list to the RTC at the September Transportation Policy Workshop.
- February 2014 - The draft RTP, MTP and EIR will be available for public review.
- June 2014 - Final RTP approved by the RTC and SCS/MTP approved by AMBAG.

## **SUMMARY**

RTC and AMBAG staff are engaged in a scenario planning process to determine the projects that will be on the “constrained” (within projected revenues/higher priority) project list in the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan. Staff recommends that the ITAC provide input on the transportation project types that will be considered under each scenario as part of the scenario planning process for the 2014 Transportation Plans (Attachment 1).

### **Attachments:**

1. Future Alternative SCS Scenarios

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## Future Alternative SCS Scenarios

The future Alternative SCS Scenarios have been developed to assess how future land use and transportation changes could affect the regional transportation system as well as travel demands or needs. These alternative scenarios combine the trends and variables identified in the baseline scenarios as well as the 2014 MTP/SCS Policy Goals as adopted by the AMBAG Board.

These alternatives are used to communicate broad concepts for consideration by all stakeholders to weigh and consider transportation choices and priorities. They also provide a common framework for all parties to discuss the economic, social, and environmental costs and benefits of transportation decisions while taking future uncertainties into consideration.

For each of these scenarios, it is assumed that the AMBAG Regional Growth Forecast (three county totals) is a constraint (fixed upper limit) to the amount of overall development.

### 2035 SCS Scenario #1 –Regional Transit Corridors

#### Land Use

- Focus future development adjacent to existing and proposed rail and regional/intercity transit corridors and opportunity areas.
- Encourage higher density urban centers.
- Locate higher density residential and mixed use development at transit stations along the transit corridors.
- Strong emphasis on farmland preservation and watershed restoration.

#### Transportation

- Major investment in regional transit and rail transportation infrastructure.
- Transit improvement to create better connections from housing to regional job centers.
- Bus Rapid Transit (BRT) between major cities within and around region with dedicated lanes, where possible, or the use of bus on shoulders, to provide time savings.
- Investments in high occupancy toll (HOT), high occupancy vehicle (HOV), and reversible lanes to support transit.
- Create transit linkages to/from the proposed Gilroy High Speed Rail Station.
- Improve commuter rail access between Salinas and the San Francisco Bay Area.
- Shuttles from passenger rail stations to tourist attractions.

## 2035 SCS Scenario #2 – Expanded Community Centers/Livable Communities

### Land Use

- Focus additional growth within existing neighborhood communities in and adjacent to existing commercial corridors.
- Encourage/facilitate a better jobs/housing balance.
- Encourage mixed use development that supports walkability and convenient access to services within community centers.

### Transportation

- Focus on Complete Streets and active transportation facilities (e.g. bicycle, pedestrian, transit projects).
- Close local transit gaps and invest in local bus transit services and facilities.
- Significantly improve traffic safety through traffic calming, streetscape landscaping, etc.
- Increase investment in BRT “light” and rapid or express bus services
- Facilitate and fund development of new dedicated bicycle and pedestrian facilities that connect key destinations
- Encourage the development of roundabouts to improve safety and air quality.
- Encourage the development of pedestrian trails.
- Encourage/expand bikes on bus to help with first and last mile of trips.
- Improved access for pedestrians and bicyclists in areas identified for intensified use

## 2035 SCS Scenario #3 – Dispersed Growth

### Land Use

- Future growth in new development projects and expand growth in existing unincorporated communities.
- Focus on opportunities to expand and improve access to ecotourism.

### Transportation

- Focus on roadway improvements that reduce congestion and travel time.
- Develop improved roadway and transit access to tourism related jobs.
- Improve/expand highway access between cities particularly at "choke points" with strategies such as BRT, HOV/HOT lanes, auxiliary lanes, ramp metering, interchanges, left turn lanes, park-and-ride lots and safety improvements for at-grade crossings.
- Safety enhancement projects on highways

## 2035 SCS Scenario #4 – Social Equity & Economic Development

### Land Use

- Future growth and development for both housing and employment is concentrated in cities that support agricultural and service workers.

- Improved jobs/housing balance in Salinas Valley and other communities that support agricultural and service workers.
- Encouragement of culturally sensitive New Urbanism by strengthening and growing these cities both socially and economically.
- Limited development in remaining urban areas.
- Housing to support local economic development including workforce housing.
- Encourage job growth in industries such as alternative energy production, agricultural processing, wineries, etc.

### **Transportation**

- Focused investment along highways in underserved areas
  - Commuter express services (e.g. express bus, vanpools, etc.)
  - Interchange improvements
  - Safety improvements at at-grade crossings
  - Frontage road improvements
- Focus transit/transportation services that cater to students, service industry workers, and agricultural workers.
- Expand development around existing and proposed airport facilities to accommodate goods movement.
- Development of a regional rail transfer facility to enable efficient transport of goods, particularly produce.

### **2035 SCS Scenario #5 – System Preservation**

#### **Land Use**

- This scenario assumes the AMBAG 2035 Regional Growth Forecast for population, housing, and employment. This growth would be allocated according to existing general plans designations for each respective jurisdiction.

#### **Transportation**

- The transportation network would focus transportation funding on safety, maintenance, and rehabilitation of existing roadway and transit facilities throughout the region.

**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Local Street and Road Needs

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## **RECOMMENDATION**

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

1. Discuss local street and roads needs and funding;
  2. Develop a report on the condition of and funding needs for the local road system.
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## **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, a comprehensive statewide study of California's local street and road system was developed that summarizes local road maintenance needs and transportation funding shortfalls. The 2012 California Statewide Local Streets and Roads Needs Assessment shows Santa Cruz County roads ranked among the most severely deteriorated in the state. The report is available online at [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org).

Over the past several years the RTC has investigated local revenue options to increase funding for local road maintenance, including an unsuccessful 2004 sales tax measure, a Transportation Funding Task Force, and possibly increasing vehicle registration fees by \$10. Achieving 2/3rds supermajority voter support for a countywide transportation measure has proved very difficult.

## **DISCUSSION**

According to the 2012 Statewide report, on a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk category". The average condition of the 855 miles of local roads in Santa Cruz County (cities and unincorporated areas) was 48 (poor), with \$573 million needed over the next 10 years to bring pavements into a state of good repair, \$57 million for bridge maintenance, and an additional \$141 million is needed to maintain essential safety and traffic components such as curb ramps, sidewalks, bicycle facilities, storm drains, streetlights and signals. Since 2012, some local jurisdictions have updated their pavement management systems and conditions have improved slightly (e.g. from 49 to 54 in unincorporated areas of Santa Cruz County).

Public Works departments are challenged with the fact that over time it costs significantly more to reconstruct severely deteriorated roadways, the ones that get the

most attention from the public, than it does to maintain roadways in good condition, but most state and federal funds cannot be used for ongoing maintenance and local revenues are insufficient. It will be critical to educate the public on how and why the growing backlog can be addressed, and what the consequences of taking no action would be.

### **Addressing the Backlog**

Addressing the funding shortfall will require changes on multiple levels. State and federal gas tax revenues continue to decline in both amount (as vehicles become more fuel efficient) and buying power (due to inflation). In addition, the amount of revenues generated from gasoline taxes have not kept pace with the number of vehicle miles driven. Therefore, it would seem prudent for state and federal governments to increase the per gallon excise tax on gasoline and/or implement alternate funding mechanisms, such as fees based on the number of miles driven, toll roads, and other user fees. The California Transportation Commission initiated a process to evaluate revenue options for addressing part of statewide transportation funding needs, a process which the Governor has charged the newly forming state Transportation Agency to continue. At the federal level, there is recognition that the existing gas tax is insufficient however, finding agreement on how to fill the funding gap continues to be a significant challenge for Congress.

Due to the chronic lack of action by the state and federal governments to address the funding shortfall, local communities have taken steps to increase local revenues, which cannot be taken by the state. Last year, the RTC evaluated the possibility of a November 2012 ballot measure which could garner sufficient votes to raise additional revenues for the local transportation system. The poll demonstrated that Santa Cruz County voters recognize that new revenue sources are needed to support the local transportation system; however, poll results showed that support for a new local \$10 per vehicle registration fee (VRF), which would net approximately \$2.2 million per year for local road repairs, fell just short of the 2/3rds supermajority vote threshold. The RTC is working with others in the state to lower the voter threshold for new revenue measures to 55%. Additionally, in its most recent grant cycle, the RTC programmed over \$3 million (nearly two-thirds of available Regional Surface Transportation Program (RSTP) funds) to local road repair and rehabilitation projects.

Several community leaders are working to reverse the transportation funding shortfall and growing backlog of unfunded work in Santa Cruz County. While there seems to be general recognition that existing revenues are insufficient and new funding sources are needed to address at least some of the backlog of transportation needs in the community, the 2012 poll results that fell just shy of the 2/3rd requirement suggest that additional work needs to be done to educate the public about the real costs to maintain and improve the transportation system and why existing taxes and fees are insufficient.

**Staff recommends that the ITAC discuss local street and roads needs and funding and develop a report on the condition of and funding needs for the local road system.**

## **SUMMARY**

Several entities have been investigating funding strategies to address at least a portion of the significant backlog of transportation system needs statewide and in Santa Cruz County. Staff recommends that the ITAC discuss options to address funding shortfalls and commit to developing a report on local road needs.

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