



**Santa Cruz County Regional
Transportation Commission
Transportation Policy Workshop**

AGENDA

**Thursday, June 16, 2016
9:00 a.m.**

NOTE LOCATION THIS MONTH
City of Santa Cruz Council Chambers
809 Center Street
Santa Cruz, CA

NOTE

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

En Español

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

AGENDAS ONLINE

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

COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Dennis Norton
City of Santa Cruz	Don Lane
City of Scotts Valley	Randy Johnson
City of Watsonville	Jimmy Dutra
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	John Leopold
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Karina Cervantez
Santa Cruz Metropolitan Transit District	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff

The majority of the Commission constitutes a quorum for the transaction of business.

1. Introductions
2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

4. Approve sponsorship for Ecology Action's (EA) Youth Bike & Walk Safety Education Program
5. Accept information item: Caltrans Transportation Planning Grant Award Notification for: Santa Cruz County Unified Corridor Investment Study –Phase II SR9/San Lorenzo Valley Complete Streets Corridor Transportation Plan

REGULAR AGENDA

6. **9:30 Public Hearing:** Consideration of Ordinance 2016-01 enacting a transportation tax subject to voter approval, and consideration of resolution requesting the County Board of Supervisors call a special election on the measure and consolidate it with the November 2016 General Election
(George Dondero, Executive Director)
 - a. Staff report
 - b. Expenditure Plan (Exhibit A to Ordinance)
 - c. Ordinance
 - d. Resolution requesting consolidation of election
 - e. Public comments, received June 1st to June 8th. *Any additional written comments received by 12 noon on June 15th will be distributed at the June 16th meeting.*

7. Roadmap for community decision-making process on possible rail transit
(Don Lane, RTC Chair)
 - a. Report
8. Next meetings

The next SCCRTC meeting is scheduled for Thursday, August 4, 2016 at 9:00 am at the Scotts Valley City Council Chambers, 1 Civic Center Dr., Scotts Valley, CA

The next Transportation Policy Workshop is scheduled for Thursday, August 18, 2016 at 9:00 am at the RTC Office, 1523 Pacific Avenue, Santa Cruz, CA

HOW TO REACH US

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

Watsonville Office
275 Main Street, Suite 450, Watsonville, CA 95076
phone: (831) 460-3205
email: info@sccrtc.org / website: www.sccrtc.org

HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS

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

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

- Aptos Library
- Boulder Creek Library
- Branciforte Library
- Capitola Library
- Felton Library
- Garfield Park Library
- La Selva Beach Library
- Live Oak Library
- Santa Cruz Downtown Library
- Scotts Valley Library
- Watsonville Main Library

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

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

Newsletters: To sign up for E-News updates on specific SCCRTC projects, go to <http://sccrtc.org/about/esubscriptions/>.

HOW TO REQUEST:**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO SOBRE EL TITULO VI A BENEFICIARIOS

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Sponsorship for Ecology Action's (EA) Youth Bike & Walk Safety Education Program

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) agree to serve as the public agency sponsor for the Ecology Action Youth Bike & Walk Safety Education Program application for Surface Transportation Block Grant Program (STBG) funds.

BACKGROUND

In May 2015, the Regional Transportation Commission (RTC) issued a call for projects for Surface Transportation Block Grant Program (STBG) funds. Applications are due on July 14, 2016. Following evaluation of applications received, review by the RTC advisory committees, and a public hearing, the RTC will select projects to receive the funds.

DISCUSSION

While non-governmental organizations can serve as the implementing agency for projects funded with Surface Transportation Block Grant Program (STBG) funds, they require a public agency sponsor. Ecology Action (EA) has asked RTC to act as the sponsoring public agency on behalf of Ecology Action for a STBG grant to fund the Youth Bike & Walk Safety Education Program.

Project Description

The County of Santa Cruz, Cities of Watsonville and Santa Cruz have consistently ranked in the top 3 for the highest bike and pedestrian collision rates compared to other California jurisdictions. Ecology Action proposes to address high local rates of bike and pedestrian collisions resulting in injuries or death by training elementary school students with in-depth, age appropriate traffic safety knowledge and skills. EA will deliver "**Bike Smart!**" youth bike safety presentations and on-bike training for older elementary students (5th graders) and "**Walk Smart!**" a new feet-on-the-ground youth pedestrian training for younger elementary students (2nd graders). EA will provide Bike Smart! and Walk Smart! to approximately 35 classrooms at 7 elementary schools in Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, Scotts Valley and San Lorenzo Valley.

EA is seeking \$50,000 in STBG funds and Ecology Action will contribute \$10,000 for the project. The total program budget is \$60,000.

Sponsorship of the project is not a commitment to fund the project. The project would be evaluated against other applications received for the STBG program. RTC is scheduled to decide which projects to fund based on the project evaluations and a public hearing at its September meeting.

Staff recommends that the RTC agree to serve as the public agency sponsor for this project, if grant funding is approved. As sponsor, the RTC Executive Director would also be authorized to administer, execute and submit all documents which may be necessary for the completion of the aforementioned project.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds. Ecology Action has requested that the RTC serve as the public agency sponsor for its proposed application for Surface Transportation Block Grant Program (STBG) funds for a Youth Bike & Walk Safety Education Program aimed at reducing bicycle and pedestrian-related injuries and fatalities.

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING, MS-32

1120 N STREET

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1818

FAX (916) 653-1447

www.dot.ca.gov

TTY 711



*Serious drought.
Help save water!*

June 8, 2016

Mr. George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Dondero:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, I am pleased to offer my congratulations to the Santa Cruz County Regional Transportation Commission for the recent award of the following Federal transportation planning grants for Fiscal Year (FY) 2016–17:

Grant Program: FTA Section 5304, Sustainable Communities

Grant Title: Santa Cruz County Unified Corridor Investment Study - Phase II
Grant Award: \$286,647.00
Local Match: \$37,138.00
Total Project Amount: \$323,785.00

Grant Program: FTA Section 5304, Sustainable Communities

Grant Title: SR 9/San Lorenzo Valley Complete Streets Corridor Transportation Plan
Grant Award: \$249,000.00
Local Match: \$32,450.00
Total Project Amount: \$281,450.00

Please see the list below which identifies specific conditions for a grantee to accept grant funding, to program funds, and to begin work. All conditions must be fulfilled no later than May 1, 2017. Failure to fulfill conditions of grant acceptance by the afore-mentioned date will result in forfeiture of grant funds. Also, please note that final products must be completed no later than June 30, 2019. Final requests for reimbursements must be submitted to Caltrans by August 31, 2019.

Mr. George Dondero
June 8, 2016
Page 2

Conditions of Grant Acceptance

These Federal grant funds cannot be encumbered until the following conditions are fulfilled:

1. The revised final Scope of Work, Project Timeline, and Grant Application Cover Sheet are submitted to the Caltrans District 5 Liaison for approval.
2. If applicable, a Third Party In-kind Valuation Plan is submitted for the use of in-kind contributions to satisfy the federal minimum local match requirement. Third party in-kind contributions are goods and services donated from outside the grantee's agency. Examples of third party in-kind contributions include donated printing, facilities, interpreters, equipment, advertising, time and effort, staff time, and other goods and services. The Third Party In-kind Valuation Plan Checklist and Sample Third Party In-Kind Valuation Plan can be found at the following webpage:

<http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>.

3. The FY 2016–17 Overall Work Program (OWP) and OWP Agreement (OWPA) are amended to incorporate the grant project including the full grant amount and full local match. The OWP/OWPA amendment includes the OWPA, OWP Budget Summary, and a standalone Work Element. The Work Element name/number must remain unchanged until the project is completed. These three items must show consistent funding information for the grant project. Caltrans District staff will send a formal notice to proceed after the OWP/OWPA amendment is processed.

Once the project is underway, quarterly status updates will be required as part of the OWP Quarterly Progress and Expenditure Report, including a transmittal memo noting the percentage of project work completed. If this reporting method is not adequately satisfied, a separate narrative quarterly progress report will be required to monitor project activities.

Please contact Kelly McClendon, your Caltrans District 5 Liaison, at (805) 549-3510 or Tyler Monson, your Caltrans Headquarters Liaison, at (916) 653-8699 if you have any questions concerning these grant funds or program requirements.

Sincerely,



KATHERINE BENOUAR
Chief, Division of Transportation Planning

Mr. George Dondero
June 8, 2016
Page 3

c: Rachel Moriconi, Senior Transportation Planner, Santa Cruz County Regional Transportation
Commission
Aileen Loe, Deputy District Director, Caltrans, District 5

---Public Hearing Scheduled for 9:30 a.m.---

AGENDA: June 16, 2016

TO: Regional Transportation Commission

FROM: George Dondero, Executive Director

RE: Public Hearing, Consideration of Ordinance 2016-01 Enacting a Transportation Tax Subject to Voter Approval, and Consideration of Resolution Requesting the County Board of Supervisors Call a Special Election on the Measure and Consolidate it with the November 2016 General Election

RECOMMENDATION

The RTC's Transportation Improvement Plan Ad-Hoc Committee and staff recommend that the Regional Transportation Commission (RTC):

1. Conduct a public hearing and receive public comment on the proposed ballot measure asking voters to authorize a one-half cent sales tax to maintain local streets and roads, build safe and accessible walking and bicycle paths, maintain transportation services for seniors and people with disabilities, preserve and maintain the rail and trail corridor; and improve traffic flow and safety on Highway 1; and
 2. Adopt Attachment 1, the Expenditure Plan, to serve as Exhibit A of the proposed ordinance, contingent on final approval of the expenditure plan by the County of Santa Cruz and a majority of the cities in the county, representing a majority of the incorporated population of the county; and
 3. Adopt Ordinance No. 2016-01 (Attachment 2), enacting a retail transactions and use tax, subject to adoption by the electorate, to be administered by the state Board of Equalization, which includes specific ballot measure text (Section 9 of Ordinance); and
 4. Adopt a resolution (Attachment 3) requesting that the Santa Cruz County Board of Supervisors call a special election for voter approval of Ordinance No. 2016-01 by placing a measure on the November 8, 2016 ballot.
-

BACKGROUND

There are insufficient funds available to operate, maintain, and improve the local transportation system, including multi-modal transportation components, especially as state and federal sources have dramatically decreased and become increasingly unreliable. Existing transportation revenues make up less than 50% of what is required

to maintain and improve roads, highways, bridges, sidewalks, bicycle facilities, and public transit.

With insufficient revenues available for transportation projects in Santa Cruz County, the Regional Transportation Commission adopted a funding strategy as part of the long range *2014 Regional Transportation Plan* which includes the pursuit of local funding mechanisms to become a "self help" county with local, independent, secure revenue that cannot be taken by the state and can be used to leverage additional state and federal funding.

Since approval of the long range transportation plan in June 2014, the RTC has solicited input from community groups, local jurisdictions, project sponsors, and the community at large about a possible ½ cent sales tax transportation ballot measure. At its December 2015 meeting, the RTC approved a draft Expenditure Plan for using new revenues to repair and maintain local streets and roads; preserve transportation services for seniors and people with disabilities; make traveling safer for drivers, buses, pedestrians and bike riders; preserve and maintain the rail and trail corridor; build the coastal rail trail; improve traffic flow and reduce congestion. Placing a ½-cent sales tax on the ballot will allow agencies to meet more of the community's transportation needs with a dependable local funding source and provide a match to leverage additional funding options. The transportation measure must be approved by a super (2/3) majority of voters in Santa Cruz County.

While the local transportation measure would constitute a new local half percent sales tax, the Proposition 30 statewide ¼ cent tax approved by voters several years ago will be expiring at the end of 2016, effectively raising local taxes only ¼ percent over current levels.

Santa Cruz County is not unique in pursuing transportation self help status. Twelve other counties, including three bordering Santa Cruz County, are pursuing local transportation funding measures to address state and federal funding deficiencies.

DISCUSSION

The Santa Cruz County Regional Transportation Commission (SCCRTC), when designated by the County Board of Supervisors as the Local Transportation Authority for the County, has statutory authority to enact transaction and use taxes (sales tax) if so authorized by the voters. Because the proposed tax is a special tax for specific purposes, the voters must approve the tax by a two-thirds majority. The revenues from the tax may only be used to administer and fund certain designated transportation categories, as further discussed below. The measure also provides for the creation of a public oversight committee, annual independent fiscal audits, public hearings, and regular reports to inform the Santa Cruz County residents how the tax revenues are being spent.

Attachment 1 is the Expenditure Plan which describes the categories and funding amounts for the proposed measure. It is Exhibit A to the Ordinance (Attachment 2).

Attachment 2 is the ordinance that RTC will need to adopt enacting the sales tax. The ordinance, if adopted by the RTC, will only become operative if the measure is approved by two-thirds of the voters voting on the measure at the November 8, 2016 election.

Attachment 3 is the resolution requesting the Board of Supervisors to call a special election, to be consolidated with the statewide general election to be held on November 8, 2016, for the purpose of submitting to the voters of Santa Cruz County a measure seeking authorization for SCCRTC to enact the 30-year ½-cent retail transactions and use tax for transportation purposes.

Community Input and Support for Potential Ballot Measure

Since the approval of a draft Transportation Improvement Plan (“TRIP” or “Expenditure Plan”) by the RTC board in December 2015, extensive efforts have been undertaken to share information about transportation system needs and the TRIP with the community, including the development of fact sheets, webpages, social media, a mailer, and presentations to many different interest groups and to local jurisdictions. The ballot measure has been developed based on input received at public meetings, surveys of likely voters, input from community organizations and stakeholders, and ongoing public input provided to the RTC on transportation system needs. A broad cross section of leaders from the business, safety, public works, environmental, medical, and educational communities have indicated strong support for the TRIP to fund Santa Cruz County’s multimodal transportation network. In addition, the County of Santa Cruz Board of Supervisors and the City Councils of the cities of Capitola, Santa Cruz and Watsonville voted to endorse the draft Transportation Improvement Plan, earlier this year.

At this meeting, RTC consultant Fairbank, Maslin, Maullin, Metz and Associates (FM3) will present the results of a recent poll of likely voters.

While strong, enthusiastic community support for projects in the measure has been expressed by several organizations and individuals, a robust private-sector campaign is requisite to success.

Updated Expenditure Plan

The proposed ballot measure includes five primary categories of investments: neighborhood projects, highway corridors, mobility access, rail corridor, and active transportation. The projects and programs maintain existing transportation infrastructure and transit services, as well as improve safety, traffic flow, access, and mobility on the multimodal transportation system throughout Santa Cruz County. This comprehensive and inclusive approach ensures that there will be investments that help get everybody moving, no matter what mode of transportation a person uses.

Attachment 1 is the Expenditure Plan (Exhibit A to the Ordinance) which describes the categories and funding amounts for the proposed measure.

Based on extensive public input that has been provided on the draft Expenditure Plan, the Ad Hoc Committee developed a slightly modified Expenditure Plan ([Attachment 1](#)) which increases funding for senior and disabled transportation programs offered through the County's Consolidated Transportation Services Agency - Community Bridges' Lifeline by 2%; increases funds for the Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail) category by 2%, by moving some of the costs and funds required for maintenance of the rail and trail corridor to this category, in recognition of the fact that the corridor will need to be properly managed and maintained to adequately serve the community whether it is used for only a trail or both a trail and rail; reduces funds for the rail category by 4%, reiterating that no funding is included in the measure to operate new passenger rail transit services. Some of the expenses previously attributed to the rail category are necessary to implement trail development and to maintain the trail once it is built. Additional expenses for survey work and encroachments on the property also became known as part of trail development.

Following a presentation of the results of a survey of likely voters, which will be available at the RTC's June 16 meeting, **staff recommends that the RTC adopt a final Expenditure Plan ([Attachment 1](#)) , contingent upon final approval of the Expenditure Plan by Local Jurisdictions.**

Adoption of Ordinance

Serving as the Local Transportation Authority (Authority) for Santa Cruz County under Public Utilities Code 180000, the RTC board must adopt an Ordinance ([Attachment 2](#)) which is the full text of the ballot measure. The ordinance will be included in the ballot pamphlet that each registered voter would receive from the County Elections Office prior to the November 2016 election.

Most of the ordinance language is common to transportation sales tax ballot measures throughout the state and includes text required by the California Board of Equalization (BOE). This common language governs the levying and collection of a sales tax (technically, a "retail transaction and use tax") by a Local Transportation Authority and expenditure of revenues according to an expenditure plan, which is an exhibit to the ordinance. The ordinance also includes other standard financial provisions such as the ability of the Authority to issue bonds. In general, while several agencies will be recipients of funds generated by the tax, the RTC, as the taxing Authority, is responsible for administration, allocation, oversight and reporting on implementation of the measure. The Ordinance provides details regarding implementation.

The RTC first reviewed the draft Ordinance at its June 2, 2016 meeting. Minor modifications have been made in response to comments from RTC board members, the public, partner agencies, the Board of Equalization, peers at other Self-Help Counties, and RTC legal counsel in order to provide clarification. These include new text regarding implementation and fund distribution. Text was also updated to clarify that no more than 1% of Measure Revenues can be expended on RTC administrative salaries and benefits for administration of the measure. Most significant is that the section regarding the Independent Oversight Committee was inadvertently left out of the version that was provided on June 2.

Based on input received from likely voters, the RTC's consultant, staff, and the RTC's ad hoc committee may recommend additional updates to the Ballot Question at this meeting (this would replace text in Attachments 2 and 3).

Resolution Calling for Election

The RTC must also adopt a resolution requesting that the Board of Supervisors call a special election for the voters to consider adoption of the ordinance, and place the measure on the consolidated November ballot for voter approval. The resolution (Attachment 3) has been prepared by RTC Counsel in consultation with the County Elections office. The Board of Supervisors is scheduled to consider the item at its June 28 meeting, anticipated to be continued to June 29 to allow for all of the cities to approve the expenditure plan before the ordinance is placed on the ballot.

According to Public Utilities Code, the RTC would be responsible for the cost of placing the measure on the ballot if the measure is approved by 2/3 of the voters. Depending on the total number of registered voters, postage, and printing costs, the cost to the RTC is currently estimated at \$1.00 to \$1.75 per registered voter. The current number of registered voters is approximately 146,000. The Ordinance sets forth that these expenses would be covered by the first year of revenues generated by the measure.

Public Hearing

A public hearing has been noticed for 9:30a.m. Public Hearing notices were included in the Santa Cruz Sentinel and Register Pajaronian, as well as noticed in newsletters and electronically. **Staff recommends that the RTC conduct the public hearing and receive public comment on the proposed ballot measure.** Written comments received on the measure June 1 – June 8 are included as Attachment 4. Any additional written comments received by noon on June 15 will be distributed at the meeting. Comments received prior to June 1 were previously made available to Commissioners.

Following close of the public hearing, staff recommends that the RTC make any final modifications to the Ordinance and Expenditure Plan and adopt the final Ordinance, approve the Expenditure Plan contingent upon final approval of the Local Jurisdictions, and adopt the Resolution requesting the County Board of Supervisors call a special election and place the measure on the consolidated ballot (Attachments 1-3). Adoption of the ordinance requires a two-thirds affirmative vote of the RTC board.

Next Steps

- June 2 and 16 RTC meetings: Finalize Ordinance and Expenditure Plan based on public and Commissioner input
- June 16 RTC meeting: Following a public hearing, RTC approves final Ordinance, including final Expenditure Plan and ballot language, for measure to be placed on the November 2016 ballot.
- June 16-June 29: Local Jurisdictions approve final Expenditure Plan

- June 29: Board of Supervisors consolidates election (takes action to place measure on ballot)
- Summer/Fall 2016: Continue to provide public with information on the measure
In addition to a privately funded campaign, RTC staff, local jurisdictions and the broad cross section of community organizations that have demonstrated strong support for addressing the backlog of transportation needs will continue working together to provide information to the community about Santa Cruz County's multi-modal transportation network and funding options. As noted earlier, the transportation sales tax is just one part of a multipronged effort to address funding shortfalls, and strategies to be pursued by this coalition. Other strategies include working with legislators and other entities to address funding shortfalls at the state and federal level.
- November 8, 2016: Election Day

SUMMARY

The Regional Transportation Commission has been investigating local funding strategies to address the significant backlog of transportation system needs in Santa Cruz County. Based on input received from the community, the RTC has developed a proposed ballot measure asking voters to authorize a half-cent sales tax dedicated to transportation projects and programs. Staff recommends that, following a public hearing, the RTC adopt an ordinance (Attachments 1 and 2) which, if approved by county voters, would approve a half-percent transportation sales tax for 30 years for transportation investments. Based on community input, staff and the Ad Hoc committee recommend some modifications to the Expenditure Plan, which was previously approved by the board in December 2015. The Expenditure Plan is included as Exhibit A to the ordinance. The board also must adopt a resolution requesting that the board of supervisors call a special election and place the measure on the November ballot (Attachment 3). Local cities and the board of supervisors are scheduled to approve the final Expenditure Plan later this month.

Attachments:

1. Expenditure Plan (Exhibit A to Ordinance)
2. Ordinance
3. Resolution requesting consolidation of election
4. Public comments, received June 1 to June 8. *Any additional written comments received by 12 noon on June 15 will be distributed at the June 16 meeting.*

Exhibit A:
Santa Cruz County
2016 Transportation Improvement Plan - Expenditure Plan
-Subject to Approval by the RTC board on June 16, 2016-

Overview

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

SUMMARY OF TRANSPORTATION INVESTMENTS	% of Funds
Neighborhood Projects	30%
Direct Allocation to Cities and County	
Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects	
San Lorenzo Valley Hwy 9 Corridor Improvements - \$10 million Highway 17 Wildlife Crossing - \$5 million	
Highway Corridors	25%
Highway 1 Corridor	
Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park	
Bicycle and pedestrian over-crossings	
Traveler Information and Transportation Demand Management	
<i>Example Programs:</i> Cruz511, Carpool/Vanpool Programs Highway Safety and Congestion Reduction Programs <i>Example Programs:</i> Freeway Service Patrol and Safe on 17 Enforcement	
Transit for Seniors and People with Disabilities	18%
Direct Allocation to Service Providers	
Santa Cruz METRO (15%) Community Bridges Lift Line Paratransit Service (3%)	
Active Transportation	17%
Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)	
Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services	
Rail Corridor	10%
Infrastructure Preservation and Analysis of Options	
<i>Example Projects:</i> Bridge replacements and repairs, track maintenance, environmental analysis of possible transit options	
Rail Connection to Bay Area and Other Locations in California Watsonville Junction/Pajaro Train Station connecting to other locations in California- \$10 million	
Total	100%

DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

Neighborhood Projects – 30% per year

Direct Allocation to Cities and County

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

San Lorenzo Valley Highway 9 Corridor

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

Highway 17 Wildlife Crossing

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

Highway Corridors – 25%

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

Highway 1 Corridor

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in

Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

New bridges for cyclists and pedestrians

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

Traveler Information and Transportation Demand Management

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

Highway Safety and Congestion Reduction Programs

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

Transportation for Seniors and People with Disabilities – 18% per year

Direct Allocation to Service Providers

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (15% or approximately \$2.5 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (3% or approximately \$500,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

Active Transportation – 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

Rail Corridor – 10%

Infrastructure Preservation and Analysis of Options

Ten percent of Measure Revenues (approximately \$50 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include maintaining the publicly-owned Santa Cruz Branch Rail Line (including bridge and track maintenance, repair and replacement) and an environmental analysis to answer important community questions about possible future transit uses of the corridor through a transparent public process. The Measure Revenues do not include funding for any new train/rail service.

Connections to Bay Area and Other Locations in CA

A maximum of ten (\$10) million in Measure Revenues will be used to build the Watsonville-Pajaro Junction Rail Station connecting Santa Cruz County residents to planned Capitol Corridor and Amtrak service to the San Francisco Bay Area and the rest of California. This project will enhance regional access for local residents and visitors. It is projected that more than 80% of the users of this station will be Santa Cruz County residents.

Notes

(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e, present day purchasing power) of the Measure Revenues, is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.

(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to

administer and implement the ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.

(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.

(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).

(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design, and public input, as applicable.

(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

\\rtcserv2\shared\ballotmeasure\2016\expplan\finalexpenditureplan\expenditureplan-finaldraft.3.docx

ORDINANCE NO. 2016-01

**AN ORDINANCE OF
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
ENACTING A RETAIL TRANSACTIONS AND USE TAX,
SUBJECT TO ADOPTION BY THE ELECTORATE,
TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION**

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

WHEREAS, agencies in Santa Cruz County are working to reduce congestion, reduce greenhouse gas emissions and improve safety, access and mobility; and

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

WHEREAS, public transit and paratransit operators provide a lifeline for senior citizens and people with disabilities, who depend on these vital transportation services for independent living; and

WHEREAS, over 100,000 people travel each day on Highway 1 to access their homes, jobs, health care, and services; and

WHEREAS, the Santa Cruz Branch Rail Line was brought into public ownership in 2012 for the purpose of expanding transportation options along the most heavily traveled corridor in Santa Cruz County; and

WHEREAS, the Monterey Bay Sanctuary Scenic Trail Network, including the Rail Trail, is a planned multi-use bicycle and walking path that is separated from vehicular traffic and will span the length of Santa Cruz County connecting homes, schools, jobs, coastal and other key destinations; and

WHEREAS, State and Federal funding sources and programs that support transportation have been cut, are unreliable, can be diverted to other uses, and are insufficient to operate and maintain the local road, bicycle, pedestrian, transit, senior and disabled transportation networks in a state of good repair; and

WHEREAS, new local revenues that cannot be taken by the state are needed to prevent further deterioration of roads and maintain them in good condition; reduce traffic congestion; maintain public transportation and transportation services for seniors and people with

disabilities; reduce collisions and improve traffic flow on local highways; provide safe and accessible crosswalks, ramps, and sidewalks; and create safe bicycle routes; and

WHEREAS, there is strong recognition of need for infrastructure improvements and acknowledgement that the local multi-modal transportation network serves all sectors of our community; and

WHEREAS, after receiving feedback from residents throughout Santa Cruz County on their priorities for the multimodal transportation system, the Santa Cruz County Regional Transportation Commission has determined that the community places a high priority on preserving and maintaining existing infrastructure, maintaining public transit and transit service for seniors and people with disabilities, reducing traffic congestion, improving safety, and expanding options for traveling within Santa Cruz County; and

WHEREAS, the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.* (“Act”), generally authorizes a local transportation authority to place a ballot measure before the voters of the county to authorize a retail transactions and use tax to fund transportation-related projects and programs (“Transportation Tax”), upon the approval of two-thirds of the electors voting upon the measure; and

WHEREAS, the Santa Cruz County Regional Transportation Commission is designated by California Government Code section 29532.1 as the transportation planning agency of the County of Santa Cruz; and

WHEREAS, Sections 180050 and 180201 of the Act provide that the County may designate a transportation planning agency to act as the local transportation authority for purposes of the Act including imposing a Transportation Tax; and

WHEREAS, a one-half cent sales tax established locally would generate approximately seventeen million dollars (\$17 million) per year solely for transportation projects in Santa Cruz County; and

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

WHEREAS, the Act states that the additional funds provided by the tax so adopted shall supplement existing local revenues being used for public transportation purposes; and

WHEREAS, the Act further provides that a county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the Transportation Tax; and

WHEREAS, the Santa Cruz County Regional Transportation Commission has conducted a noticed public hearing, as required by state law, on the question of whether or not to request voters to adopt an Ordinance to fund the programs identified in the Expenditure Plan; and

WHEREAS, funds generated by the Transportation Tax shall be used only for transportation purposes, including the administration of the Expenditure Plan, construction, acquisition, maintenance and operation of streets, roads, highways, public transit systems, including paratransit services, and related transportation purposes within the County of Santa Cruz,

NOW, THEREFORE, the people of the Santa Cruz County Regional Transportation Commission of the County of Santa Cruz do ordain as follows:

Section 1. TITLE. This Ordinance shall be known as the “Santa Cruz County Transportation Improvement Plan Measure.” The Santa Cruz County Regional Transportation Commission shall be referred to herein as the Local Transportation Authority (“Authority”). This Ordinance shall be applicable in the territory of the Santa Cruz County Regional Transportation Commission, which is all incorporated and unincorporated territory lying within the County of Santa Cruz.

Section 2. SUMMARY. This Ordinance provides for the adoption of a transportation Expenditure Plan for Santa Cruz County, the imposition of a Retail Transactions and Use Tax of one-half of one percent (0.5%) for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes and the administration of the tax proceeds, with independent citizens oversight and annual audit reports for public review.

Section 3. OPERATIVE DATE. Subject to voter approval, this Ordinance shall be operative the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance. The anticipated Operative Date of this Ordinance will be as early as April 1, 2017, if approved by two-thirds of the voters voting on the measure at the November 8, 2016 Election.

Section 4. DEFINITIONS. The following definitions shall apply in this Ordinance:

- A. “Authority” means the Santa Cruz County Regional Transportation Commission (SCCRTC), previously created in Government Code 67940 and 67941 and designated as the transportation planning agency for Santa Cruz County in Government Code 29532.1 and designated as the Local Transportation Authority for Santa Cruz County pursuant to Division 19 (commencing with Section 180000) of the California Public Utilities Code, authorized to impose a Retail Transactions and Use Tax, subject to voter approval, in accordance with Chapter 5 (commencing with Section 180200) of Division 19 of the California Public Utilities Code, and with Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.
- B. “Board of Supervisors” means the Santa Cruz County Board of Supervisors.
- C. “County” means Santa Cruz County and includes the incorporated and unincorporated territory of the county which makes up the boundaries of the Santa Cruz County Regional Transportation Commission territory.

- D. "State" means the State of California.
- E. "Measure Revenue" or "Transportation Tax Revenue" means the revenue generated by the one-half of one percent (0.5%) increase in the Retail Transactions and Use Tax imposed and as collected pursuant to this Ordinance, including any interest or other earnings thereon.
- F. "Retail Transactions and Use Tax" or "Transportation Tax" is to be identified as specified in Part 1.6 (commencing with section 7251) of Division 2 of the California Revenue and Taxation code.
- G. "Measure" or "Traffic Relief, Road Repair, Safety, Transit Improvement Measure" or "Transportation Improvement Plan (TRIP)" or "Santa Cruz County Transportation Tax Measure" means the Ordinance, including all provisions and Expenditure Plan incorporated herein.
- H. "Expenditure Plan" or "Plan" or "Investment Plan" means the 2016 Santa Cruz County Transportation Improvement Plan - Expenditure Plan attached to this Ordinance as Exhibit A and adopted as part of this Ordinance including any future amendments thereto. This is the plan for the expenditure of revenues expected to be derived from the tax imposed pursuant to this Ordinance, together with other federal, state, and local funds expected to be available for transportation projects and programs, for the period during which the tax is to be imposed.

Section 5. PURPOSE. This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To impose a Retail Transactions and Use Tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180000 *et seq.* of the California Public Utilities Code, which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. To adopt a Retail Transactions and Use Tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a Retail Transactions and Use Tax ordinance that imposes a countywide Transportation Tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

- D. To adopt a Retail Transactions and Use Tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.
- E. Measure Revenue, including any interest or other earnings thereon, may only be used for transportation purposes described in the Ordinance and Expenditure Plan (Exhibit A), including: the implementation and administration of all provisions and requirements of this Ordinance as amended; the construction, acquisition, maintenance, and operation of streets, roads, highways, including local roads, state highways and public transit systems; and for related transportation purposes consistent with the Expenditure Plan, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures may also include, but are not limited to, payments to the County of Santa Cruz for any election costs as set forth in the Ordinance, required payments to the Board of Equalization, costs of program administration and oversight, defense or prosecution of legal actions related thereto, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

Section 6. ADMINISTRATION OF PLANS. The Authority shall impose the Transportation Tax and enter into an agreement with the State Board of Equalization to collect the funds, may at the discretion of the Authority's governing Board enter into agreement with the County Auditor-Controller to allocate revenues derived from the Transportation Tax consistent with the Ordinance and Expenditure Plan, and shall administer the Ordinance and Expenditure Plan included in this Ordinance, consistent with the provisions and priorities of the Ordinance and Expenditure Plan, consistent with the authority cited herein.

Section 7. CREATION OF SPECIAL FUND. The Authority shall establish a new fund entitled "Transportation Tax Regional Transportation Fund". All Transportation Tax Revenue, plus interest, will be deposited in the special fund. The fund authorized hereunder will be administered by the Authority pursuant to this Ordinance and the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.

Section 8. IMPLEMENTATION.

- A. Projects and programs funded in the Expenditure Plan will be implemented over the 30-year time horizon of the Transportation Tax. Three types of investments are funded by the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to be distributed to cities, the County of Santa Cruz, and transit operators for capital projects and operations. Capital investments will be

made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, as applicable. The Authority shall distribute revenues no less than quarterly to local jurisdictions, the Santa Cruz Metropolitan Transit District, and the Consolidated Transportation Service Agency based on the formulas set forth in the Expenditure Plan, in accordance with the Act and this Ordinance.

- B. The Santa Cruz County Regional Transportation Commission, which currently allocates, administers and oversees the expenditure of federal, state and Transportation Development Act funding for local and regional transportation projects and programs, in its role as the Authority shall allocate, administer and oversee the expenditure of all Measure Revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan, as it may be amended in accordance with the Act and this Ordinance through an Implementation Plan, which it will update at least every 5 years, following a public hearing. The purposes of the Implementation Plan are to define the scope, cost, and delivery schedule of each Expenditure Plan project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure Plan within the 30 years promised to voters, and describe the risks, critical issues and opportunities that the Authority should address to expeditiously deliver the Expenditure Plan. The Implementation Plan may be amended by a majority vote of the Authority, however, amendment of the Implementation Plan shall not serve to amend provisions of the Expenditure Plan.
- C. Agencies implementing the Expenditure Plan projects may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. Any interest income earned on funds allocated pursuant to this ordinance shall be expended only for the purposes for which the funds were allocated.

Section 9. LEVERAGING FUNDS. Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described in the Ordinance and Expenditure Plan.

Section 10. BONDING AUTHORITY. Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, if determined by the board of the Authority to be cost effective and to accelerate implementation of projects, the Authority may decide to use bond financing as an alternative method. Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an aggregate principal amount at any one time outstanding not to exceed the estimated proceeds of the Transportation Tax, and to secure such indebtedness solely by way of future collection of the Transportation Tax, for capital outlay expenditures for the purposes set forth in this Ordinance, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan, consistent with the Section 180250 of the Public Utilities Code.

Section 11. COOPERATIVE FUND AGREEMENTS. To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions receiving funds from this measure. Jurisdictions receiving funds may, by annual or multi-year agreement,

exchange funds provided that the percentage of funds allocated as provided in the Expenditure Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the Authority and shall be consistent with all rules adopted or approved by the Authority relating to such exchanges. The Authority may exchange revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the Authority to maximize effectiveness in the use of the revenues. Such federal or State funds shall be distributed in the same manner as revenues derived from this ordinance. The Authority shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

Section 12. ADMINISTRATIVE AND IMPLEMENTATION COSTS.

A. The Authority shall expend only that amount of the Transportation Tax Revenue for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code. Pursuant to Section 180109 of the Public Utilities Code, the Authority shall not expend more than one percent of the funds generated pursuant to Division 19 of the Code for administrative salaries and benefits net of the amount of fees paid to the State Board of Equalization for collection of the transactions and use tax and prior to the distribution of the Transportation Tax Revenue as provided in the Expenditure Plan (Exhibit A).

B. In order to ensure that the cost of administration, implementation and oversight this Measure are not borne by other programs and sources, such as Transportation Development Act-funded programs, any funds necessary for administrative, implementation and oversight of the Ordinance and Transportation Tax shall be paid by Measure Revenues. These functions include audits, programming processes, reporting, financial management, compiling and publishing an annual report, providing public information concerning the Ordinance, rent, supplies, consulting services, overhead, legal, other responsibilities as may be necessary to administer the Ordinance and Expenditure Plan. Costs of performing or contracting for project-related work shall be paid from the revenues of the Transportation Tax allocated to the appropriate purpose and project.

Section 13. EXECUTION OF DUTIES. The Authority may engage, contract with, employ and compensate any public or private agency, party, contractor or professional, in accordance with the Public Contract Code and/or any of the provisions for public employment of profession services for public agencies, for the planning, finance, approval, design, construction, acquisition of right of way, maintenance, operation, control and repair of any road, highway, bus, rail or other transportation facility. However, the Authority shall not be responsible for the maintenance or operation of any State highway facilities following construction contract completion.

Section 14. ELECTION. The Authority requests the Board of Supervisors to call an election for voter approval of this Ordinance, which election shall be held on November 8, 2016. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter

information handbook shall include the Expenditure Plan. Approval of this Ordinance, and imposition of the Transportation Tax, shall require the affirmative vote of a two-thirds (2/3) majority of the electors voting on this measure at the election described in this section. The proposition to be placed on the ballot shall read substantially as follows:

“Traffic Relief, Road Repair, Safety and Transit Improvement Measure. In order to repair streets/potholes; improve neighborhood safety by reducing cut-through traffic; maintain senior/disabled transit; reduce global warming pollution by providing transportation options like sidewalks, bus, bike lanes, trails; make rail possible; and reduce highway traffic congestion, shall Santa Cruz County voters adopt an ordinance establishing a half-cent sales tax for 30 years, raising approximately \$17 million annually, requiring citizen oversight, independent audits, and funds spent locally?

YES ____ NO ____”

Section 15. ELECTION COSTS. The County of Santa Cruz shall be reimbursed for its cost in conducting the election if the measure is approved per Section 180203(a) of the Public Utilities Code. Election costs will be funded from Year 1 Measure Revenues before net proceeds are disbursed to the projects and programs in the Expenditure Plan. Reimbursement of the County of Santa Cruz for the costs of this election shall be deferred until it can be paid from the Measure Revenues collected when the Transportation Tax goes into effect.

Section 16. CONTRACT WITH STATE. Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 17. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

Section 18. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 19. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 20. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 (commencing with Section 7251) of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

Section 21. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:
1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;
 2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.
 3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 22. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

Section 23. EXEMPTIONS AND EXCLUSIONS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.
 5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:
1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
 2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
 3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.
 4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.
 5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
 6. Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

- D. Any person subject to the use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 24. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance. Other amendments to this Ordinance shall require a two-thirds (2/3) vote of the total membership of the Authority.

Section 25. EXPENDITURE PLAN UPDATES AND AMENDMENTS.

- A. This Ordinance and Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Should a project implementing agency determine that a planned project has become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Ordinance and Expenditure Plan were created, or should a project not require all funds programmed for that project or have excess funding, funding set forth at project termination will be reallocated to another project or program of the same type or otherwise serving the same objectives.
- B. The Ordinance and Expenditure Plan may only be amended, if required, by the following process set forth in Section 180207 of the Public Utilities Code: (1) Initiation of amendments by the Authority reciting findings of necessity; (2) Provision of notice and a copy of the amendments provided to the Board of Supervisors and the City Councils in Santa Cruz County; (3) The proposed amendments shall become effective 45 days after notice is given. Amendments shall require a two-thirds (2/3) vote of the total membership of the Authority.

Section 26. MAINTENANCE OF EFFORT. Pursuant to California Public Utilities Code 180001(e), it is the intent of this Ordinance that funds generated by the Transportation Tax be used to supplement and not replace existing revenues used for transportation purposes. Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local

impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to this ordinance, and the Authority shall enforce this Section by appropriate actions, including fiscal audits of the local agencies.

Section 27. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 28. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit of the Authority pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code shall be established at a sum equal to the amount of all proceeds of the Transportation Tax collected annually, and as defined by said Article XIII B. The appropriations limit shall be subject to adjustment as provided by law.

Section 29. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid or unenforceable by a court of competent jurisdiction, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

Section 30. CAPTIONS. The titles and headings to the sections set forth in this ordinance are not part of this ordinance and shall have no effect upon the construction or interpretation of any part hereof.

Section 31. ENVIRONMENTAL. This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Approval of this Ordinance and Expenditure Plan does not commit to implementation of any specific project or activity listed herein. Prior to commencement of any specific project or activity identified in the Expenditure Plan, applicable provisions of the California Environmental Quality Act (CEQA) shall be completed.

Section 32. TAXPAYER SAFEGUARDS, AUDITS, AND ACCOUNTABILITY. Accountability is of utmost importance in delivering public investments with public dollars. In order to ensure accountability, transparency and public oversight of all funds collected and allocated under this Measure and to comply with state law, all of the following shall apply:

A. Annual Report. Each agency receiving Measure Revenue shall annually adopt, after holding a public hearing, an annual report which includes 1) a five-year program of projects including information about each of the projects to be funded with Measure Revenues allocated according to the Expenditure Plan. Local and regional agencies shall submit their program of projects to the Authority in a format that can be easily understood by members of

the public. 2) Description of expenditures of Measure Revenues from the most recently completed fiscal year. The purpose of requiring the most recently completed fiscal year expenditures is to allow the Authority to prepare a comprehensive report to the public on the expenditure of funds generated by this Ordinance.

B. Annual Audit. No less than annually, an independent annual audit shall be conducted of the expenditure of all funds generated by the transportation tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 8, 2016. The Authority will also prepare a publicly available annual report on past and upcoming activities and publish an annual financial statement.

C. Independent Oversight Committee. An Independent Oversight Committee shall be formed by the Board of Directors of the Authority to review the annual independent fiscal audit of the expenditure of the Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Authority Board of Directors. The total membership of the Independent Oversight Committee shall not exceed five (5) members and any vacancy which may occur from time to time shall be filled by the Board of Directors of the Authority as soon as reasonably possible.

Members of the Independent Oversight Committee shall be residents of Santa Cruz County who are neither elected officials of any government, nor employees from any agency or organization that either oversees or implements projects funded from the proceeds of the sales tax. Members will fairly represent the geographical, social, cultural, and economic diversity of Santa Cruz County to ensure maximum benefit for transportation users. The Committee shall include at least one person with an accounting or fiscal management background.

Independent Oversight Committee meetings will be announced in advance and will be open to the general public. The Independent Oversight Committee shall meet at least once but no more than four times per year.

The responsibilities of this Committee include:

- Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
- Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
- Produce a publicly available Annual Report of Oversight Activities.

D. Decisions regarding implementation of this Ordinance will be made by the Authority in public meetings, subject to the Brown Act.

Section 33. EFFECTIVE DATE. This Ordinance relates to the levying and collecting of the retail transactions and use tax and shall take effect immediately, subject only to the Operative Date set forth in this Ordinance.

Section 34. TERMINATION DATE. The authority to levy the tax imposed by this Ordinance shall expire thirty (30) years from the Operative Date of this ordinance (with the last operative date anticipated to be March 31, 2047).

The foregoing Ordinance was PASSED AND ADOPTED by the Santa Cruz County Regional Transportation Commission (SCCRTC), on June 16, 2016, by the following vote:

AYES:

NOES:

ABSENT:

Don Lane, Chair

Attest:

George Dondero, Executive Director

\\rtcerv2\shared\ballotmeasure\2016\ballot\ordinance2016tripvj8.docx

RESOLUTION NO. _____

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 16, 2016
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION REQUESTING THAT THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CRUZ CALL A SPECIAL ELECTION ON A RETAIL TRANSACTIONS AND USE TAX ORDINANCE AND REQUESTING CONSOLIDATION OF THE ELECTION

WHEREAS, pursuant to Elections Code Section 10002, the governing body of any city or district may by resolution request the Board of Supervisors of the county to permit the county elections official to render specified services to the city or district relating to the conduct of an election; and

WHEREAS, the resolution of the governing body of the city or district shall specify the services requested; and

WHEREAS, pursuant to Elections Code Section 10400, whenever two or more elections, including bond elections, of any legislative or congressional district, public district, city, county, or other political subdivision are called to be held on the same day, in the same territory, or in territory that is in part the same, they may be consolidated upon the order of the governing body or bodies or officer or officers calling the elections; and

WHEREAS, pursuant to Elections Code Section 10400, such election for cities and special districts may be consolidated; and

WHEREAS, pursuant to Elections Code Section 10403, whenever an election called by a district, city or other political subdivision for the submission of any question, proposition, or office to be filled is to be consolidated with a statewide election, and the question, proposition, or office to be filled is to appear upon the same ballot as that provided for that statewide election, the district, city or other political subdivision shall, at least 88 days prior to the date of the election, file with the board of supervisors, and a copy with the elections official, a resolution of its governing board requesting the consolidation, and setting forth the exact form of any question, proposition, or office to be voted upon at the election, as it is to appear on the ballot. Upon such request, the Board of Supervisors may order the consolidation; and

WHEREAS, the resolution requesting the consolidation shall be adopted and filed at the same time as the adoption of the ordinance, resolution, or order calling the election; and

WHEREAS, various district, county, state and other political subdivision elections may be or have been called to be held on November 8, 2016;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the governing body of the Santa Cruz County Regional Transportation Commission (SCCRTC) hereby requests that the Board of Supervisors call a special election on the proposed Retail Transactions and Use Tax Ordinance, SCCRTC Ordinance 2016-01, adopted by the Santa Cruz County Regional Transportation Commission and consolidate said election with any and all elections also called to be held on November 8, 2016, insofar as said elections are to be held in the same territory or in territory

that is in part the same as the territory of the Santa Cruz County Regional Transportation Commission, and requests the Board of Supervisors of the County of Santa Cruz to order such consolidation under Elections Code Section 10401 and 10403.

BE IT FURTHER RESOLVED AND ORDERED that said governing body hereby requests the Board of Supervisors to permit the Santa Cruz County Elections Department to provide any and all services necessary for conducting the election and agrees to pay for said services, and

BE IT FURTHER RESOLVED AND ORDERED that the Santa Cruz County Elections Department shall conduct the election for the following Measure to be voted on at the November 8, 2016, election:

“Traffic Relief, Road Repair, Safety, and Transit Improvement Measure.
In order to repair streets/potholes; improve neighborhood safety by reducing cut-through traffic; maintain senior/disabled transit; reduce global warming pollution by providing transportation options like sidewalks, bus, bike lanes, trails; make rail possible; reduce highway traffic congestion, shall Santa Cruz County voters adopt an ordinance establishing a half-cent sales tax for 30 years, raising approximately \$17 million annually, requiring citizen oversight, independent audits, and funds spent locally?

YES ____ NO ____”

BE IT FURTHER RESOLVED AND ORDERED that the Santa Cruz County Elections Department is requested to print the attached measure text exactly as filed or indicated on the filed document in the Voter’s Information Pamphlet for the November 8, 2016 election. Cost of printing and distribution of the measure text will be paid for by the Santa Cruz Regional Transportation Commission, in accordance with Public Utilities Code section 180203(a), and the ordinance, if the measure is approved by the voters.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Don Lane, Chair

ATTEST:

George Dondero, Secretary

Distribution: RTC Fiscal, County Elections, County BOS, RTC Measure file



June 1st, 2016

Dear Regional Transportation Commission members,

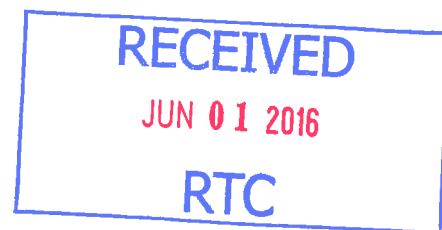
I am writing to urge your support for the staff recommendation for Item 20 on your 6/2 agenda. The Mar Vista Bike & Pedestrian Bridge is a top mid-county priority for our organization, and we urge you to do everything in your power to move this project forward.

The bridge will provide a vital connection from the Seacliff neighborhood to Mar Vista Elementary, and provide a safe bike/ped alternative to the State Park Drive interchange, where there has been a cyclist fatality. The Aptos area is lacking in safe and comfortable places to bike and walk, and the Mar Vista Bridge will be an important step to address this.

Please approve the staff recommendation on Item 20, and move this project forward.

Sincerely,

Amelia Conlen
Executive Director
director@bikesantacruzcounty.org





Human Care Alliance
PO Box 7376
Santa Cruz, CA 95061
www.humancarealliance.org



June 2, 2016

George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Dondero:

The Human Care Alliance is a coalition of local community based nonprofit providers of health and human services representing people who receive safety net services. Affordable, accessible transportation is a problem for the people we serve across all age and issue groups, who rely on Metro, Lift Line and other community transportation services.

At our meeting today, we reviewed and discussed the proposed Transportation Improvement Plan (TRIP) sales tax measure you are considering. We were unable to represent our feedback at your stakeholder meetings until after our meeting today, and hope you will consider our input before your final decision next week.

We believe that Mobility Access should receive 20% of the available funds, with 15% to Metro and 5% to community based providers of transportation services to Elderly, Disabled and Veterans. Our opinion is based on the overwhelming need for transportation for this population, the huge projected growth in this population over the term of the tax and the ability of the Community Providers to provide highly costs effective and affordable services to this group of riders.

Our position is to oppose this measure unless a more equitable investment is made in cost effective help for those most in need. We would love to see all the people we serve benefit from the TRIP, and hope you will amend the proposed distribution.

Thank you

Karen Delaney
Human Care Alliance Chairperson

*Santa Cruz Metropolitan
Transit District*



June 6, 2016

Santa Cruz County Regional Transportation Commissioners
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Commissioners:

On June 16, 2016 you will consider moving forward with a local transportation sales tax measure and the allocation percentages of the resulting revenues among various projects in the proposed Expenditure Plan. To that end, I would like to offer for the record my support for the local transportation sales tax measure. The Commission has previously discussed the challenges in developing a sales tax measure and has acknowledged the difficulty in developing a Plan that will make everyone happy with everything in the Plan. As I see it, the Commission has worked to develop an Expenditure Plan that will include at least one item of significant importance to each voter in the county.

It is our shared goal that the residents of Santa Cruz County will acknowledge that the state and federal governments can no longer be counted on to provide significant resources with which to help counties across this state and the nation resolve their local streets and roads, highways, bikeways and transit challenges. The solution to this growing challenge must come in the way of Santa Cruz County becoming a "self-help" county. By doing so, Santa Cruz County will be in a better position to compete for limited state and federal resources and to leverage such resources to the benefit of Santa Cruz County.

Finally, as you deliberate about the final allocations to the various projects in the Expenditure Plan, I encourage you to fund Santa Cruz METRO at no less that the current proposed 15% level, and preferably closer to the original 20% level that I have advocated for over the past two years. I also encourage you to consider funding Community Bridges - Lift Line at a higher level than the current proposed 1% level. Together, METRO and Community Bridges help those in need of transit assistance get to their jobs and, among other places, shopping and medical appointments. Santa Cruz County's commitment to helping those who most need transit contributes to making this a very special place to live.

Thank you in advance for your consideration.


ALEX CLIFFORD
CEO/General Manager

Comments Received June 1 – June 8, 2016
Related to the Transportation Improvement Plan Ballot Measure

Comments received after June 8 will be available at the June 16 RTC meeting

From: Karen Menehan
Sent: Wednesday, June 01, 2016 2:46 PM
To: info@sccrtc.org
Subject: Train tax-no!

Hi. I'm writing to say I do NOT want a tax enacted to support any new train service in Santa Cruz County, nor do I support having the train included on any sales tax measure.

Thanks,
Karen Menehan

Dear Ms. Menehan,

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

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

Thank you,

From: Austin Neff
Sent: Wednesday, June 01, 2016 6:18 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Austin Neff
Subject
Trail now
Your Message
I live in 95062 and I want to urge to take out the tracks and put in a trail. NO TRAIN TRAIL NOW

From: Charles Bradley
Sent: Wednesday, June 01, 2016 6:26 PM
To: info@sccrtc.org
Subject: All Trail - No Rail

My name is Charles Bradley and I do not want any more tax spent the train. All trail - No Rail.

Charles

From: Teo Fleming
Sent: Wednesday, June 01, 2016 6:30 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Teo Fleming
Subject
Train yes, bike trail yes!
Your Message
I've heard about the current plan to build a train between Santa Cruz and Watsonville. I'd much rather have a bike path!

From: Todd Graham
Sent: Wednesday, June 01, 2016 6:41 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Todd Graham
Subject
Train, no thank you!
Your Message
Please exercise some common sense and abandon the train and just do a trail. And do it before my 6 year old has grown up. Thank you

From: Evan Siroky
Sent: Wednesday, June 01, 2016 6:41 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Evan Siroky
Subject
Trail
Your Message
I support building a trail instead of a railway.

From: Randy Stanley
Sent: Wednesday, June 01, 2016 7:36 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Randy Stanley
Subject
Rail#
Your Message
No rail! Walkway....

From: Jeff Hill
Sent: Wednesday, June 01, 2016 8:30 PM
To: info@sccrtc.org
Subject: Keep the train!

If it comes down to a choice between rail or trail, KEEP THE RAIL, DUMP THE TRAIL!

Jeff Hill

Scotts Valley, CA USA

From: Jonathan McCormick
Sent: Wednesday, June 01, 2016 9:49 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Jonathan McCormick
Subject
Santa Cruz County Passenger Train
Your Message
Hi - I would like to let you know that I am opposed to the building of this passenger train. My understanding is that a study was completed and it determined that it will not have a positive effect on traffic and will actually increase taxes, noise pollution and diesel engine pollution. Why would we not be focused on building a multi-use trail that would bring visitors and more spending for the local economy? What is the purpose behind the train? It does not seem to make any sense.

From: Karen McCormick
Sent: Wednesday, June 01, 2016 9:51 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Karen McCormick
Subject
Passenger Train
Your Message
I do not want the train running through our neighborhoods! I would like to see a bike/pedestrian trail instead. What a waste of money! Please do not let this become a reality. Focus on more efficient and effective transportation over 17 instead!

From: Kim Tuson
Sent: Wednesday, June 01, 2016 10:19 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name
Kim Tuson
Subject
I'm for trails NOT rails!
Your Message
Hi, I would like to have bike trails NOT rails for trains etc. Thanks

From: Steffen Lovell
Sent: Thursday, June 02, 2016 7:18 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name : Steffen Lovell
Subject: Strongly prefer bike/pedestrian path over train
Your Message
I am one of many voices crying out for a beautiful cycling and walking path in the previous train corridor. Please listen to the community.

From: Carroll Wainwright
Sent: Thursday, June 02, 2016 8:44 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name: Carroll Wainwright

Subject

against "Trail Now"

Your Message

I went to an event yesterday at which the Trail Now advocacy group had a booth. They said that the Regional Transportation Commission is holding a meeting today to discuss a half cent sales tax that will help fund the rail corridor, and they encouraged me to contact you to voice my opinion on the matter.

I am strongly in favor both expanded public transportation and new bike trails, and therefore I think the current plan to have rail and trail running side-by-side will be a boon to the Santa Cruz region. Count me as a vote against Trail Now's "trail only" plan.

Thanks,
Carroll Wainwright
Santa Cruz

From: Jill Chiesa
Sent: Thursday, June 02, 2016 6:07 PM
To: info@sccrtc.org
Subject: Rail trail

No Rail!! Just a walking path PLEASE!!!!

From: Joe Morici
Sent: Friday, June 03, 2016 4:36 PM
To: info@sccrtc.org
Subject: Local Transportation Investment Plan

Please drop the rail program

I live in Aptos and think this is. Waste of time and funding. Take the funding and build a trail only -
- If not I will vote NO on the proposition

Regards,
Joe Morici

From: tom haid
Sent: Friday, June 03, 2016 9:18 PM
To: info@scrtc.org
Subject: Re: Care about your local streets and roads?

I consider this marketing of your transportation proposals to be misleading to the public. I do not see a train in your picture. I see bicycles, people walking, cars, but I know that part of that half cent tax increase will also go to fund the rail project which I believe is a total waste of our taxpayer's dollars and a scam.

From: James Johnson
Sent: Friday, June 03, 2016 10:04 PM
To: info@scrtc.org
Subject: Re: Care about your local streets and roads?

Due to the amount of funding for the defunct "Rail Trail" I cannot support the proposal / Plan. The issue impacting rural county commuter roads will not be addressed with corrective action until the third lane from Soquel Ave/Dr. over-crossing to Watsonville are fully implemented with the inclusion of the additional Auxiliary lanes. You have no idea the impact to local surface streets the congestion not performing the work is creating. This attitude that a large number of folks will walk, ride a bike, ride a bus, car pool, that takes an additional 2 hours + to do for a few locals, is ludicrous at any level and will eventually cause utter and complete gridlock between Santa Cruz and Aptos. It pains me to express the dis-satisfaction those at the SCRTC, as I believe you are not worth the salt you're made of. It's quite obvious, you don't drive the area during the afternoon (12 to 7 PM) otherwise you too, would understand the frustration the lack of lanes and the congestion created elsewhere along with the additional maintenance costs associated the impact. I would suggest getting out at 3 PM and drive all routes thru out the area and you will experience the frustration residence along with commuters experience on a daily basis. After that, try to figure out with the County local budget, what the best way to lessen the local road impact really is. IT'S TO WIDEN THE STATE HIGHWAY then the state will maintain the right of way not us locals. This, in the long term, will help provide the funding to then fill out the rail-trail dream. Repair local roads and neighbor hood streets. Redirecting funding will only add to the invasive traffic on:

Old San Jose Rd	Vine Hill Rd	Laurel Glen Rd
Mountain View Rd	Summit Rd	Soquel Dr
41st Ave	Wharf Rd	Robinson Rd
Porter St	Main St (Soquel)	Soquel Ave
Morrissiy Blvd	Carbenaro Dr	Nobal Dr
Seabright Dr	Graham Hill Rd	Sims Rd
La Madrona Dr	Prospect Heights	La Fonda Dr
Delavega Dr	Goss Ave	Market St
Upper B-40 Dr	Capitola Rd	Capitola Rd Extension
7th Ave	17th Ave	Chanticleer Ave
East Cliff Dr	Portola Dr	47th Ave
Park Ave	Bay St	Capitola (downtown)
Esplanade	Depot Hill Dr	Seacliff Dr
Monterey Ave	McGreagor Dr	Mar Vista Dr (Ocean Side)
Center St (Seacliff)	Searidge Dr	Rio Del Mar Blvd
Sumner Dr	Eureka Canyon Rd	Corrilitos Rd
Hames Rd	White Rd	Larkin Valley Rd
San Andreas Rd	Freedom Blvd	Rio Del Mar Blvd
Sprekles Dr	Center St (Aptos)	

Thank you Gary Patton, Mark Stone, Jan Beautz, Ellen Pirie and all the others prior from the late 80's not to mention all the NIMBY's, well you get what you wish for.

To get the above roads listed above from a D- rating to a B will cost the County residence nearly 200+ Million and this is growing at the annual rate of 15% plus the compounding of cost. 1 Million today is 1.3225 million tomorrow. So 200 Million Now will be 230 million tomorrow, this is about 75% of the County budget. How is that an affordable option?
Thans correct ists not. Now think white and get real in generating a REAL solution.

James "Jay" Johnson

From: Susan Reddington
Sent: Saturday, June 04, 2016 5:51 AM
To: info@sccrtc.org
Subject: Re: Care about your local streets and roads?

I would only support the 2016 transportation plan if NO funds went to the passenger train proposal - diesel train - which would go through Santa Cruz Westside. I will vote NO if any money is going to any aspect of passenger train proposal. The train is noisy and polluting and unnecessary and I would give up any transportation improvements in order to STOP the train.

Susan Reddington

From: Jane Parks-McKay
Sent: Saturday, June 04, 2016 5:23 PM
To: info@sccrtc.org Commission
Subject: comments on the Let's Move Transportation flyer

Great flyer you sent, I always say you do a great job but also communicating to all of us, we feel like the process because of that, thank you.
I may have sent something on this from the Sentinel newspaper article. If I didn't, I just wanted to say that whatever you do and how beautiful it is, proximity to busy streets for walkways, and that type of thing always makes a difference with me. I refuse to walk right by a busy street or busy intersection anymore as it's noisy, dusty and not very comfortable. So that would be my largest concern, make the changes beautiful and safe unto them self but consider WHERE pedestrian, bike and other venues of walking, riding are. Are they near non safe things, make sense?

Jane Parks-McKay, Santa Cruz, CA

From: Brunelli MD, Brian T
Sent: Monday, June 06, 2016 9:44 AM
To: 'info@sccrtc.org'
Subject: railroad crossing signals

There is no need to build railroad crossing signals or to place any funds toward a Pajaro train station, since there will be no commuter train. Please spend our funds wisely. Widen the highway and build a bike path. Please rip up the railroad.

Brian Brunelli

From: Tess Waldo
Sent: Tuesday, June 07, 2016 8:08 AM
To: info@sccrtc.org
Subject: Highway one expansion

Dear Commissioners,

I understand your intention to do something for commuters who are stuck in traffic on Highway 1. However, experience with other highway expansion projects across the nation and the world leads to the conclusion that widening the highway will not reduce congestion. Rather, it will result in increased number of cars on the expanded highway. According to your own environmental impact report, increased traffic on Highway 1 will result in a "breakdown" in traffic flow by year 2035 and significant increases in greenhouse gases.

The Commission's proposal for widening the highway would consume precious tax dollars at a time when our METRO bus system is forced to make deep cuts in service. This is unacceptable.

Thanks for consideration,

Tess Waldo

06/08/16

Dear Ms. Waldo,

Thank you for your comments on the 2016 Transportation Improvement Plan.

Your comments will be available for the Regional Transportation Commission board's consideration at a 9:30 am televised Public Hearing on June 16 at the City of Santa Cruz Council Chambers.

Projects included in the 2016 Transportation Improvement Plan reflect the broad range of transportation needs in Santa Cruz County.

The five categories of transportation improvements were selected to maximize mobility benefits for everyone in Santa Cruz County, whether they get around by bus, bike, walking, or car. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

Recognizing that there are many different mobility needs in the community, the 2016 Transportation Improvement Plan provides projects to address:

- Work trips between Watsonville, Aptos and Santa Cruz, many by low income community members traveling long distances
- Improvements in the existing Highway 1 corridor to improve traffic flow for buses, first responders (police, fire, medical) and other users
- Reducing neighborhood cut-through traffic from Highway 1 traffic that inhibits bicycle and pedestrian travel

- Additional \$2.5 million per year going directly to the Santa Cruz Metropolitan Transit District to operate and maintain public transit service
- Additional funding for programs that assist residents in riding the bus and joining carpools
- Adding new bicycle and pedestrian facilities, especially near schools
- Preserving and planning to expand travel options in the future

Thank you,

.....
Cathy Judd, Administrative Assistant, Art Exhibit Coordinator

Santa Cruz County Regional Transportation Commission

From: Cherie Bobbe

Sent: Tuesday, June 07, 2016 9:45 AM

To: info@sccrtc.org

Subject: Widening Hiway 1

Dear Commissioners,

I am quite confused and even dismayed regarding your push to widen Hiway 1 when qualified studies, including your own EIR report, clearly states that widening will not reduce congestion. Actually, widening will produce the opposite effect and will create more traffic. Look at LA, or any other metropolitan area in this country. It simply does not work, nor will it work here. We don't have some special magic that makes us different from the countless case studies.

The saddest irony of all is the fact that our transit system is on life support. We should put our focus on that, for starters. I know you are intelligent people and I am sure you want what is best for this county. However, your single-minded objective to widen the hiway is why I am so incredulous. Widening is the worst possible option. It would not address our Metro problems at all. It will encourage more single driver vehicles and slap on an untenable cost to our community, not to mention the years of construction hell we would have to tolerate.

Most importantly is the big ticket cost to our environment. Why are you jeopardizing our efforts to address climate change by only making it worse? I can only conclude that you are not involved in the long game. Widening Hiway 1 is beneath your level of creativity and ingenuity. It is absolutely not a fix to our traffic problems. Please stop and think. Do what is best for the long term, our environment, our quality of life and the generations to come after us.

Sincerely,

Cherie Bobbe Landscape Design

From: Dean Lundholm
Sent: Tuesday, June 07, 2016 2:32 PM
To: info@sccrtc.org
Subject: widening the highway will not reduce congestion

Dear Commissioners,

I understand your intention to do something for commuters who are stuck in traffic on Highway 1. However, experience with other highway expansion projects across the nation and the world leads to the conclusion that widening the highway will not reduce congestion. Rather, it will result in increased number of cars on the expanded highway.

According to your own environmental impact report, increased traffic on Highway 1 will result in a "breakdown" in traffic flow by year 2035 and significant increases in greenhouse gases.

The Commission's proposal for widening the highway would consume precious tax dollars at a time when our METRO bus system is forced to make deep cuts in service. This is unacceptable.

Thanks for consideration,
Dean Lundholm

From: Joel Isaacson
Sent: Tuesday, June 07, 2016 10:06 PM
To: info@sccrtc.org
Subject: Highway 1

Dear Commissioners,

I understand your intention to do something for commuters who are stuck in traffic on Highway 1. However, experience with other highway expansion projects across the nation and the world leads to the conclusion that widening the highway will not reduce congestion. Rather, it will result in increased number of cars on the expanded highway. According to your own environmental impact report, increased traffic on Highway 1 will result in a "breakdown" in traffic flow by year 2035 and significant increases in greenhouse gases.

The Commission's proposal for widening the highway would consume precious tax dollars at a time when our METRO bus system is forced to make deep cuts in service. This is unacceptable.

Thanks for consideration,
Joel Isaacson
Homeowner, West Side, Santa Cruz

From: Ann Bodine
Sent: Wednesday, June 08, 2016 9:37 AM
To: info@sccrtc.org
Subject: Highway widening

It has been clearly and repeatedly shown that highway widening helps traffic congestion only temporarily. "Those that will not learn from history are doomed to repeat it." Please DON'T.

--Ann Bodine

TO: Regional Transportation Commission (RTC)

FROM: Don Lane, RTC Chair

RE: Roadmap for community decision-making process on possible rail transit

RECOMMENDATIONS

Adopt a motion directing RTC staff to prepare a draft “roadmap” to define how the RTC will engage key stakeholders and the community at-large over the next 3 to 5 years as we make a decision on whether or not to pursue implementation of rail transit service on the Santa Cruz Branch Rail Line, and bring that draft for consideration by the full commission at a meeting in August.

BACKGROUND

Since the Regional Transportation Commission’s acquisition of the Santa Cruz Branch Line, the RTC has completed a Master Plan for the Monterey Bay Sanctuary Scenic Trail and begun implementation of that plan along the rail line. The RTC has also completed an initial Rail Transit Study to explore some possibilities for rail transit service on the line.

DISCUSSION

In the context of RTC and community discussions about the bike and pedestrian trail and discussions about the potential for rail transit service, there has been much speculation about the RTC’s plans and commitments for use of the rail corridor. Not all of that speculation has been grounded in factual information.

The RTC may have enabled some of this speculation because we have not yet clearly defined the process by which our community will make a decision about rail transit. When the RTC accepted the Rail Transit Study as complete several months ago, we did not lay out clearly what the next steps will be.

I believe we have an opportunity to minimize speculation and provide concrete information to the community on the process we intend to follow in making rail decisions in the next several years. We can do that by adopting a “roadmap” for our decision-making process going forward.

With the adoption of the recommended motion, RTC staff will return to us in two months with a draft of a decision-making roadmap. It is my hope the RTC will consider this draft and, after thorough discussion, adopt a roadmap for the RTC to use in the coming years.