



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

AGENDA
Thursday, August 17, 2017
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

NOTE: Active Transportation Program (ATP) Work Group meeting is scheduled to begin at 3:00pm or immediately following adjournment of the ITAC meeting.

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the May 25, 2017 ITAC meeting – *page 3*
6. A&E Consultant Contracts training flyer for September 21, 2017 – *page 7*

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents – Verbal updates from project sponsors
8. Vision Zero report: "The Impact of Traffic Violence on Santa Cruz County" – *page 8*
 - a. Staff Report
 - b. Presentation from County Health Services Department
 - c. Attachment

9. State Funding Updates – *page 13*
 - a. Staff report
 - b. Attachments - SB 1 Matrix; SB 1 Implementation Update; Priority Projects
10. Active Transportation Program (ATP) 2017 Augmentation
 - a. Verbal updates from agencies on 2017 ATP Augmentation applications and project ideas for 2018 Cycle 4
11. 2018 Regional Transportation Improvement Program (RTIP) Development – *page 27*
 - a. Staff report
 - b. Attachment – Draft Evaluation Criteria
12. Measure D: Informing the Public about Investments – *page 34*
 - a. Staff report
 - b. Attachment – Discussion Draft Sign Specifications
13. Next Meeting – The next ITAC meeting is scheduled for September 21, 2017 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. **Staff recommends that the meeting start time be moved up to 1:00p.m. The meeting will be followed at 2:30p.m. by a Caltrans Local Assistance training on new Architecture & Engineering contract requirements.**

Adjourn

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

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

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 juntas 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: 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.

S:\ITAC\2017\Aug2017\August2017-ITACagenda.docx



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

DRAFT MINUTES

Thursday, May 25, 2017, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Tim Bailey, County Public Works
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Scott Hamby, Scotts Valley Public Works
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Josh Spangrud, Santa Cruz Public Works

RTC Staff Present: Ginger Dykaar, Rachel Moriconi, Kim Shultz

Others Present:

Jennifer Calate, Caltrans District 5 Planning – via telephone
Ilan Zun, Chamber of Commerce;
Luis Duazo, Caltrans District 5
Peter New, Caltrans District 5

-
1. **Call to Order:** Chair Fontes called the meeting to order.
 2. **Introductions:** Self introductions were made. The Committee welcomed Tom Bailey as a new ITAC member representing County of Santa Cruz Public Works.
 3. **Oral Communications:** None.
 4. **Additions, deletions, or changes to consent and regular agendas:** It was noted that pages 22-24 were inadvertently included in the packet and should be ignored. Item 10 was moved after Item 7.

CONSENT AGENDA

5. **Approved Minutes of the April 20, 2017 ITAC meeting** (*Fliesler/Fontes*). *The motion passed unanimously with Bailey, Fliesler, Fontes, Hamby and Spangrud voting yes. Rasmussen abstained.*

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents

Ecology Action: Piet Canin reported that the 30th Annual Bike Week was very successful with over 10,000 participants in 8 days of activities and events. Safe routes to schools safety education programs continue, with work that was funded by the Cycle 1 Active Transportation Program finishing up.

Scotts Valley: Scott Hamby reported that City Council is scheduled to consider its 5-year plan for Measure D revenues on June 21. Bean Creek Road and Glenwood Drive, which sustained significant damage, are high priorities. FEMA has given approval to start work on Glenwood Dr. repairs. The city is also updating its pavement management system (PMS), which will help prioritize specific pavement projects for Measure D and other funds in the future. The city is soliciting bids for the Scotts Valley Dr./Mt. Hermon Rd./Whispering Pines intersection project.

METRO: Pete Rasmussen reported that the Measure D 5-year plan is part of METRO's budget. METRO is recruiting and training bus operators and partnering with RTC and other agencies on implementing several planning projects.

County of Santa Cruz: Tim Bailey reported that the County Board of Supervisors will consider its Measure D 5-year plan on June 27. He noted that over 230 sites were damaged during the winter storms. The County is seeking funding from FEMA and FHWA to help cover the cost of repairs. Temporary bridges are planned on Valencia Road and Soquel-San Jose Road. Construction on Glenwood, Highland, and Eureka Canyon is all underway. Construction on Casserly Road is expected to start next month.

Santa Cruz: Josh Spangrud reported that City Council is scheduled to approve its 5-year plan for Measure D revenues on June 13. \$5 million in roadway preservation contracts have been completed thus far this year, with an additional \$5 million in work to go out to bid soon. The city is including complete streets components in many pavement projects. The Branciforte Creek bicycle/pedestrian bridge is under construction. Right-of-way work continues on the Highway 1/9 Intersection project.

Watsonville: Murray Fontes reported that the city recently received the "Bike Friendly Community" Bronze Award from the League of American Bicyclists. The city also received a planning grant from Caltrans to develop a City of Watsonville Complete Streets Plan. He appreciated the assistance of RTC staff in preparing the application. He noted work continues on the Main Street Improvement Project, including improved pedestrian facilities and trees. The City Council approved its Measure D 5-year plan in March and will consider the Measure D Master Agreement in June. He noted that an Open Streets event was held earlier this month.

RTC: Rachel Moriconi reported that the RTC approved the Master Agreement for Measure D formulas funds which are designated for cities, the County, Santa Cruz METRO, and Community Bridges. Cruz511 in Your Neighborhood events were held in central Watsonville and the eastside of Santa Cruz in May. The program provides customized travel information to residents in these neighborhoods. As part of the Visualizing Sustainable Transportation planning project, focus groups have been held in several areas of the county soliciting information which is being used to develop graphics showing what sustainable transportation infrastructure scenarios might look like at several locations. A community meeting is being held on May 31 in Felton for the Highway 9 Complete Streets Corridor Plan.

7. Highway 1/17 Interchange Aesthetic Treatments

Peter New, Caltrans District 5 Landscape Architect, and Luis Duazo, Caltrans Project Manager, solicited input from ITAC members on possible retaining wall aesthetic treatments for Caltrans projects on Highway 17 near Pasatiempo and the design of bridge rails replacements along the Highway 1/17 interchange. Mr. New highlighted that options are usually context-based. Kim Shultz noted that the style of retaining walls selected for the Highway 1 Soquel-Morrissey Auxiliary Lanes project was based on community input. **ITAC discussed various design options, considering ongoing maintenance, contractor skill, urban versus rural character and continuity with other facilities in the area.** Caltrans suggested that for future projects along Highway 1 it would be helpful to have a long range aesthetics plan for corridor bridges, walls, and other features. This typically takes place during the design phase of project implementation.

Piet Canin left the meeting.

10. 3-Year State Highway Project Initiation Document Priorities

Rachel Moriconi reported that Caltrans is developing its 3-year work plan for Project Initiation Documents (PID) that are required in advance of seeking and securing funds for state highway projects. A PID identifies preliminary scope, schedule and cost information and is required for State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) projects. Staff recommended that ITAC members identify highway projects that they intend to pursue in the next few years and to confirm if previously identified projects remain near-term priorities. She noted that Highway 1 projects which are being evaluated as part of the Highway 1 Corridor-Tier 1 environmental document do not require a new PID and that the Highway 1 San Lorenzo River Bridge Widening project has a completed PID.

Meeting attendees provided input on priority highway projects that may need a PID in the near future. City of Santa Cruz staff confirmed that intersection improvements on Mission Street at Bay Street and Chestnut/King Street are priorities for the city and University of California at Santa Cruz (UCSC). Watsonville's Highway 152/Main Street/Freedom Boulevard roundabout proposal is on hold. Implementation of complete streets designs on Highway 152/Main Street from Rodriguez St. to Lake Ave. is a high priority for Watsonville. Scotts Valley staff suggested that the project initiation document for the SR 17 at Mt. Hermon Road southbound off-ramp interchange begin in FY19/20. Adding a bicycle/pedestrian bridge at the north end of Scotts Valley near Vine Hill Road was identified in the Highway 17 Access Management Plan.

8. Provided input on Unified Corridor Study Scenarios

Ginger Dykaar provided an update on the Unified Corridor Investment Study (UCS) for three parallel routes: Highway 1, Soquel Ave/Drive and Freedom Blvd., and the Santa Cruz Branch Rail Line. She noted that a scenario analysis will be performed to identify a package of transportation projects that will provide the greatest benefit, advancing sustainability goals. Staff requested that the ITAC provide input on the draft list of scenarios to be evaluated in the study.

Members requested clarification and provided input on specific projects and groupings. Members suggested access to highway onramps and the impact of ramp metering on local streets be considered. Staff requested that committee members provide any additional comments by May 30. The RTC is scheduled to finalize scenarios to be evaluated by the consultant team at its June 15 meeting.

9. Received Updates on State Funding Programs – Senate Bill 1 (SB1) Implementation

Rachel Moriconi provided updates on the state's implementation plans for the Road Repair and Accountability Act of 2017 (SB1). She noted that since SB1 provides considerably more stability to the State Transportation Improvement Program (STIP) than the price-based excise tax has in recent years, staff is optimistic that the region will be able to access at least some of its over \$9 million unprogrammed balance, which includes funds deleted in the 2016 STIP. The California Transportation Commission (CTC) will consider programming additional funds made available to the Active Transportation Program (ATP) to previously approved projects that can be advanced into FY17/18 and FY18/19 and to projects that previously applied for ATP funds, but were not funded. She noted that the CTC will be working with the League of Cities and California State Association of Counties (CSAC) to develop guidelines for funds to cities and counties.

- 11. Next meeting:** The next ITAC meeting scheduled for June 15, 2017 was subsequently canceled.

The meeting adjourned at 3:55 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

S:\ITAC\2017\May2017\ITACminutes-May2017.docx

A&E CONSULTANT CONTRACTS

2-Hour Intensive

Thursday, September 21, 2017 2:30-4:30pm, SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz

Learn How to Comply with Federal and State Regulations for Architectural & Engineering (A&E) Consultant Contracts

Topics Covered:

- Revised Consultant Contract Reviewer Checklist (Exhibit 10-C)
- New Submittal Process
- 2017 Process Review Results and Common Deficiencies

There is no fee for this training.

Who Should Attend?

All California local agency staff who work on consultant contracts should attend.

Why Is This Training Important to Local Agencies?

New procedure starting October 1, 2017. Local agencies are at risk of losing funding due to noncompliance. Learn how to avoid the risk of noncompliance by attending this class.

How to Register?

Register online at:

www.localassistanceblog.com/ae-training/



CALTRANS DIVISION OF
LOCAL ASSISTANCE



For more information on this A&E training, please contact Pauline Cueva, Caltrans, Division of Local Assistance at pauline.cueva@dot.ca.gov or 916-651-6872.

AGENDA: August 17, 2017

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Vision Zero Report: Impact of Traffic Violence on Santa Cruz County

RECOMMENDATIONS

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

1. Receive a presentation from Santa Cruz County Health Services Agency (HSA) staff on the Vision Zero initiative; and
 2. Utilized the report to support applications for Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), and other grants.
-

BACKGROUND

Along with the Community Traffic Safety Coalition (CTSC), Santa Cruz County Health Services Agency (HSA) staff prepared a report titled "The Impact of Traffic Violence on Santa Cruz County" (Attachment 1). This report was officially released at CTSC's Vision Zero Forum on June 29th, 2017 at Simpkins Swim Center where stakeholders and community members were in attendance.

DISCUSSION

Santa Cruz County Health Services Agency (HSA) staff will present the "The Impact of Traffic Violence on Santa Cruz County" report at this meeting. The report documents twenty-four traffic-related deaths that have been reported countywide in the twelve month period from May 2016 to May 2017. This is a significant spike from the five-year average of 13 traffic deaths per year. The report is a first step in introducing the Vision Zero initiative to Santa Cruz County, inviting communities to make the prevention of traffic deaths and injuries a top priority. The report and additional information is online at: www.sctrafficsafety.org/VisionZero.

Staff recommends that Interagency Technical Advisory Committee (ITAC) members utilize the report to support applications for Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), and other grants for projects that will prevent transportation fatalities and injuries.

SUMMARY

The ITAC will receive a presentation on the Vision Zero initiative at this meeting.

Attachment: "The Impact of Traffic Violence on Santa Cruz County" report

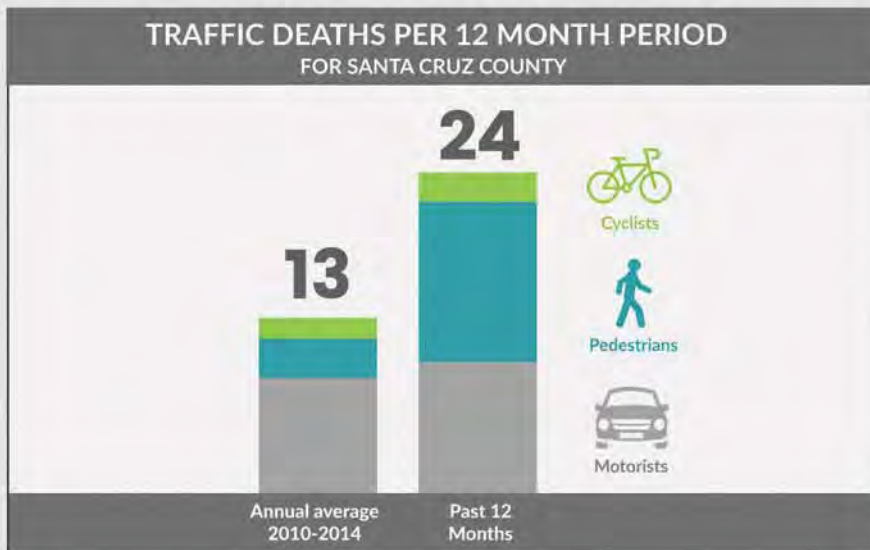
THE IMPACT OF TRAFFIC VIOLENCE ON SANTA CRUZ COUNTY

Attachment 1
Prepared by the
Community Traffic
Safety Coalition
June 2017

Every 3 days, one pedestrian, cyclist, or motorist is severely injured in our county.

Many of our friends, neighbors, and loved ones have been impacted by traffic violence. From 2010–2014, an average of 13 people died on our roads each year and another 120 experienced life-altering injuries,¹ costing the County \$500 million in expenses and quality of life annually.²

In 2015 and 2016, the U.S. saw the biggest spikes in traffic deaths in 50 years³—a tragic trend that continues here in Santa Cruz County, where a review of local media uncovers a staggering 24 deaths in the past 12 months:



It doesn't have to be this way.

Now is the time for Santa Cruz County to join the cities around the country and the world in creating **Vision Zero policies**, laying out plans to eliminate all traffic deaths and serious injuries.

SANTA CRUZ COUNTY REPORT CARD

Compared to all CA counties,
we rank among the worst
for these types of collisions:



INJURIES & FATALITIES
among bicyclists.



INJURIES & FATALITIES
among pedestrians under
the age of 15



HIT & RUN
collisions

Source: OTS Rankings, 2014

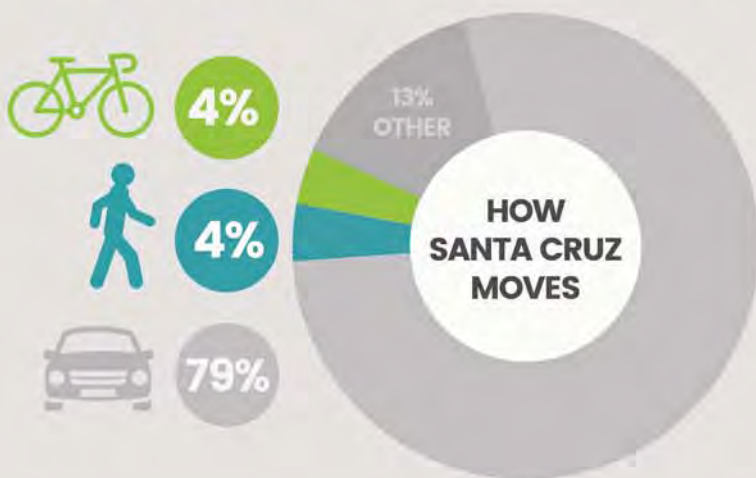
54%

of all fatal or serious
injury crashes occur on
6% of our streets.

**More than half of these streets
are in low income neighborhoods.**

Sources: 2011–2015 American Community Survey via CDPH, 2010–2014 CHP SWITRS

SANTA CRUZ COUNTY TRAVEL MODE VS. TRAFFIC DEATHS AND SERIOUS INJURIES



Sources: 2011–2015 American Community Survey via CDPH, 2010–2014 CHP SWITRS

Most roads that we use today were designed with one thing in mind: getting motorists from Point A to Point B. While it is true that 79% of people in our community commute by car, the 8% who bike or walk experience 26% of the deaths and severe injuries that occur on our roadways. All road users in Santa Cruz County have the right to be safe using the transportation network we all depend on everyday—whether driving, biking, walking, or using public transit.

~~ACCIDENTS~~ **CRASHES!** ON THE RISE IN SANTA CRUZ COUNTY

Traffic collisions are NOT random incidents that we have no control over. By using the words “crash” or “collision” rather than “accident”, we acknowledge that traffic deaths and severe injuries are preventable.

“It’s time we stop viewing deaths on our roadways as acceptable, by-products of a modern transportation system. These are not “accidents” but preventable events that can be eliminated by designing a system and promoting a culture that makes safety the number one priority.”

Supervisor Bruce McPherson
County of Santa Cruz, 5th District

“He was riding his bike, wearing a helmet, following the rules of the road, and the driver just didn't see him. Now he's in the hospital with broken bones and a partially collapsed lung. My family is lucky; just like that I could have become a widow at 45, left to raise two kids alone on one salary.”

– Wife of Santa Cruz County crash survivor



Vision Zero saves lives.

In New York City, one of 28 Vision Zero cities in the U.S., traffic deaths fell by 15% in three years following the launch of their Vision Zero initiative.

What is Vision Zero?

Vision Zero is a world-wide strategy to end all traffic deaths and serious injuries and make safety the number one priority.

What does it take to be a Vision Zero community?

The first step is for a city council or county board of supervisors to make a public commitment to preventing all roadway deaths and life-altering injuries.

Stakeholders from public works, transportation, law enforcement and public health prioritize safety when making decisions about policies, funding, roadway design, and community programs.

To learn more visit:
visionzeronetwork.org

Logo provided courtesy of the
San Francisco Vision Zero Coalition

WHAT CAUSES CRASHES IN SANTA CRUZ COUNTY?

33%

UNSAFE
SPEED



30%

IMPROPER
TURNING
& RIGHT OF
WAY VIOLATIONS



11% DRUGS &
ALCOHOL



Source: 2010–2014 CHP SWITRS Primary Collision Factors

DEATH DUE TO SPEED

A pedestrian is **four times more likely to die** when hit at 45 MPH than at 25 MPH.



Source: AAA Foundation for Traffic Safety

People will make mistakes and poor choices; Vision Zero says those mistakes don't have to cost lives. Working together, we can eliminate deaths and serious injuries on our streets. The Community Traffic Safety Coalition of Santa Cruz County and its community partners are committed to promoting multifaceted traffic safety policies and strategies guided by the 6 E's, a framework developed by the Safe Routes to School movement.



ENCOURAGEMENT

Promoting a culture that recognizes drivers, cyclists, and pedestrians as road users who all share the responsibility for safety.



EDUCATION

Equipping people with knowledge, skills, and confidence to use the roads safely and respectfully.



ENFORCEMENT

Ensuring that all road users understand and follow traffic laws and regulations.



EVALUATION

Using data to measure progress and plan for future success.



ENGINEERING

Designing and building a transportation system that creates safe, convenient, and comfortable places to drive, bike, and walk.



EQUITY

Prioritizing safety and access for communities who are most impacted by traffic violence.

JOIN US TO SAVE LIVES!

The Community Traffic Safety Coalition (a program of the Santa Cruz County Health Services Agency's Public Health Department) promotes safe, accessible, and equitable transportation. We offer technical assistance to local jurisdictions and other community partners and can help develop Vision Zero policies and strategies, provide local data, identify funding sources, and conduct program evaluation. If you are interested in pursuing Vision Zero in your Santa Cruz County community, please contact us.



Public Health
Prevent. Promote. Protect.
Santa Cruz County



**COMMUNITY TRAFFIC
SAFETY COALITION**

✉ CTSC@santacruzcounty.us

🌐 www.sctrfficsafety.org

📘 www.facebook.com/sctrfficsafety

📞 831-454-4312

ITAC-August 17, 2017: Page 12

AGENDA: August 17, 2017

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: State Funding Updates

RECOMMENDATIONS

Staff recommends that Interagency Technical Advisory Committee (ITAC):

1. Discuss new and updated state funding programs;
 2. Report on planned use of new SB 1 formula funds; and
 3. Identify priority projects for competitive state funding programs.
-

BACKGROUND

The state of California provides funding for state highway, regional, and local projects through a combination of formula and competitive programs. The primary source of revenues for many of these programs is gasoline taxes, which have been unstable given fluctuating gasoline prices and increasing vehicle fuel economy. In April 2017 the California Legislature enacted Senate Bill 1 (Beall), also known as the Road Repair and Accountability Act (RRAA) to address at least some of the transportation funding shortfall. Senate Bill 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB 1 includes a combination of new diesel and gasoline taxes, vehicle fees, Caltrans efficiencies, and State General Fund loan repayments to fund local and state roadway repairs, as well as fund public transportation and rail, trade corridors, active transportation, the State Transportation Improvement Program (STIP), and other transportation programs. Many of the new taxes will start to be collected on November 1, 2017; most new fees go into effect January 1, 2018.

DISCUSSION

Senate Bill 1

SB 1 will provide new formula funding to cities, the County of Santa Cruz, Santa Cruz METRO, the Regional Transportation Commission (RTC) and Caltrans. It also provides opportunities for agencies to compete for funds from a range of programs targeting active transportation, bus and rail transit, trade corridors, and congestion on major commute corridors. The California Transportation Commission (CTC), State Controller, Caltrans, and the California State Transportation Agency (CalSTA) are responsible for developing guidelines for and allocating SB 1 funds.

While guidelines for most programs will not be completed until later this year, the CTC finalized guidelines for the State Highway Operation and Protection Program (SHOPP) and 2017 Active Transportation Program (ATP) Augmentation in June and is expected to finalize guidelines for funds allocated by formula to cities and counties on August 16. Attachments 1 and 2 provide summaries of the bill and the state's current implementation schedule. Caltrans has created a website: www.rebuildingca.ca.gov providing general information about SB1.

Funds to Cities and Counties

SB 1 will generate approximately \$1.5 billion per year for cities and counties statewide. Funds will be distributed based on gas tax (HUTA) formulas. Cities and counties are expected to prioritize basic road maintenance and rehabilitation projects for these funds, though safety projects, railroad grade separations, complete street components, including active transportation bike, pedestrian, transit, drainage, storm damage and other local road projects are also eligible, if they meet California Constitution Article XIX and other statutory requirements. The CTC is responsible for monitoring how cities and counties spend SB1 revenues. The CTC has been working with the League of Cities (League), California State Association of Counties (CSAC), and others to develop guidelines for the SB 1 funds.

Based on the CTC's draft guidelines (scheduled for adoption on August 16, 2017), **cities and counties will be required to amend their budgets and submit a list of projects to the CTC by October 16, 2017 that shows how they plan to use FY17/18 SB1 funds.** Project lists must include project description (brief), location (specific locations expected), schedule for completion, and estimated useful life for each project. They must be approved by council or board at a public meeting. If entities have not submitted a list by the CTC deadline, funds will be redistributed to other agencies. Agencies are also required to provide the state with annual reports of how funds were actually used (it is understood that actual use may vary from initial list in some instances), "maintenance of effort" report, and updated lists of projects. The League and CSAC is providing trainings, updated estimates of revenues, and other guidance to local agencies. Monthly apportionments to cities and counties from the State Controller's Office, based on actual revenues, are expected to start in January/February 2018.

State Transit Assistance - SB1 and AB1113 Impacts

SB 1 is expected to annually generate an extra \$350 million statewide for the State Transit Assistance Program once fully implemented. Prior to passage of SB1, State Transit Assistance (STA) funds were based on a 4.75% sales tax on diesel fuel (generating approximately \$305 million/year). With SB1, an additional 3.5% sales tax is added to diesel (generating an extra \$250 million) and new vehicle registration fees are expected to generate an extra \$105 million per year. In FY18/19, available funds are expected to be more than double the amount of funds available in FY16/17. Half of STA funds are allocated to region's on a county population-based formula (PUC Section 99313) and half of STA funds are distributed by formula based on local revenues used to fund transit operations (PUC Section 99314).

On July 21, 2017, state statute (via AB 1113) was amended to clarify how State Transit Assistance formulas are calculated and distributed. For revenue-based formula funds (PUC 99314), only public transportation operators, which operate a public transportation system are eligible for revenue-based STA funds. The State Controller's Office (SCO) is currently collecting information from regions statewide on who qualifies as a 99314 operator in each county. In Santa Cruz County, only Santa Cruz METRO currently meets the AB1113 definition of agencies eligible for revenue-based formula funds (99314). Based on the state's reevaluation of PUC99314-eligible operators, it is possible that METRO's proportional share of the statewide revenue-based formula funds may change. AB1113 also clarifies that non-state and federal revenues used on transit operations would count towards the revenue-based PUC 99314 allocations. Therefore, Measure D revenues used by METRO for operations will allow METRO to secure more STA 99314 funds, as those funds will be part of the calculation for its revenue-based formula shares.

While only Santa Cruz METRO is currently eligible for PUC 99314 formula-funds in Santa Cruz County, AB1113 also clarifies that entities that provide "community transit services" may be eligible for STA funds as sub-recipients for PUC 99314 and PUC 99313 funds. Staff is working to get further clarification on what types of services are eligible for the RTC's population-based formula of STA funds (PUC 99313). Many regions sub-allocate a portion of their population-formula shares of STA (through a competitive process, by population, or by other formulas) to cities, counties, non-profits, and others that provide transportation services which link intracommunity origins and destinations, rail transit, as well as providers of transportation services to disabled people who cannot use conventional transit services, lifeline transit services, emergency transit services, and other purposes. Types of community transit may include smaller capacity vehicles, shuttles, local circulators and downtown shuttles, commuter shuttles, dial-a-ride (also known as demand responsive transit), and flexible routes (also known as route deviation). They sometimes serve short trips within communities, connections to local transit stations, shopping, appointments, employment centers, homeless services, and other activities. Typically these community transit services are integrated into existing transit services, where appropriate, must respond to needs not currently being met, and must meet certain performance and reporting criteria.

After the State Controller's Office releases updated FY 2017-18 STA estimates based on SB1 and AB1113, RTC staff will develop recommendations for allocating any additional STA 99313 funds above the amounts currently budgeted.

State Transportation Improvement Program (STIP)

Passage of SB1 does not increase funding for the State Transportation Improvement Program (STIP) over historic levels; however, it does stabilize gasoline tax revenues designated for the STIP. While dropping revenues resulted in the CTC deleting projects in 2016, the CTC now expects to be able to program nearly \$2.3 billion to regional and interregional projects through 2022/23, as well as over \$17 billion to State Highway Operation and Protection Program (SHOPP)

safety and maintenance projects. Please see separate report on the 2018 Regional Transportation Improvement Program (RTIP) for more information on the STIP.

Statewide SB 1 Competitive Programs

SB1 includes funds for several competitive programs. These include the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), Solutions for Congested Corridors, Local Partnership Program, and Caltrans' planning grants. Based on preliminary workshops on the competitive programs, projects along the Highway 1, Soquel Ave/Drive and rail corridors, the Highway 1/Harkins Slough Road Bicycle/Pedestrian Bridge, Highway 9 corridor projects, and several other regionally-significant projects appear to be strong candidates for some of these ongoing SB 1 programs.

Cap & Trade

On July 17, 2017, the Legislature approved AB 398, extending California's cap-and-trade program to 2030. Whereas SB1 is focused on maintaining the existing transportation system, 60% of cap-and-trade funds through 2024 are dedicated to transportation and housing projects and programs aimed at reducing the number of miles people drive and greenhouse gas emissions. Under current law, the investment plan for state cap-and-trade revenues, first approved by the Legislature in 2014, continually appropriates 60% of revenues from the cap and trade program, as follows:

- 25% for the state's high-speed rail project.
- 20% for affordable housing and sustainable communities (AHSC) grants (almost all of these funds have been allocated to housing projects).
- 10% for transit and intercity rail capital projects.
- 5% for low carbon transit operations - formula funds. The RTC suballocated approx. \$127k in FY16/17 to Santa Cruz METRO.
- The remaining 40% is available for annual appropriation by the Legislature through the state budget.

AB398 does not specifically dictate how proceeds will be used from 2024-2030, but establishes priorities for the revenues. ACA 1 (Mayes) requires that the first appropriation of cap-and-trade revenue collected after January 1, 2024 be subject to a two-thirds vote of the Legislature. Subsequent allocations would be subject to a majority vote threshold. This is a constitutional amendment and must be approved by California voters. While it is uncertain how the Legislature will distribute funds in the future, it is expected that bus and rail transit programs will receive increased funding. Several legislators are also proposing a new affordable housing legislation, and have proposed that funds designated to the AHSC program, be shifted to transit and intercity rail programs instead.

Priority Projects

Given the influx of funding from state and regional programs, **staff recommends that the ITAC report on planned use of new SB 1 formula funds and identify**

priority projects that could be competitive for non-formula funds. Project sponsors should consider how many projects they will be able to realistically deliver in the next few years. A preliminary list of some of the projects that the RTC and local agencies have identified as priorities in the past which might compete for funds in the 2017 or 2018 competitive application cycles are shown on Attachment 3. CTC and CalSTA staff have indicated that in 2018 they plan to program funds at least through FY20/21 for most of the competitive programs. In order to position the region for new SB1 competitive programs, the RTC may want to consider using STIP funds to initiate some longer term projects that have been identified as regional priorities.

SUMMARY

With passage of Senate Bill 1 in April 2017, state funding available for transportation projects will stabilize and increase. Several new competitive programs have been created; formula funds for cities, counties, and transit agencies increased, and funds to the State Transportation Improvement Program (STIP) will stabilize. Staff recommends that the ITAC identify projects that might be good candidates for these funds.


Attachments:

1. SB 1 Matrix
2. SB 1 Implementation Update
3. Priority Projects

s:\itac\2017\aug2017\statefundupdates-itac-sr.docx

SB1 Program Matrix

Figures in \$millions

| Program | Statewide Annual ¹ (FY18/19) | Directing Agency | Distribution Basis (or "Competitive") and Timing | Revenue Source | Indexed to CPI | Effective Date(s) |
|--|---|------------------|--|--|----------------|-------------------|
|  SB 1 Funding Sources - where the revenues are coming from | | | | 12-cent/gallon gasoline excise tax | Yes | 11/1/2017 |
| | | | | Transportation Improvement Fee (TIF) (vehicle registration charge) | Yes | 1/1/2018 |
| | | | | \$100/year zero-emission vehicle registration charge | Yes | 7/1/2020 |
| | | | | 4% diesel sales tax | Yes | 11/1/2017 |
| | | | | 20-cent/gallon diesel excise tax increase | Yes | 11/1/2017 |

SB 1 Fund Distribution

NEW: Local Streets and Roads (LSR)

| | | | | | | |
|------------|---------|--|---|--|-----|-----------------------------|
| Annual LSR | \$1,500 | Locals, with CTC oversight (jurisdictions must submit a project list to CTC) | LSR formula (SHC Section 2103 (a)(3)(C)) CTC will adopt guidelines 8/16/17. 1st Project List due from cities/counties October 16, 2017 | Road Maintenance and Rehabilitation Account (RMRA) | Yes | See RMRA "Effective Dates." |
|------------|---------|--|---|--|-----|-----------------------------|

State Highway Maintenance and Rehabilitation (SHOPP)

| | | | | | | |
|---|---------|------------------------------------|--|--------------------|-----|-----------------------------|
| Annual State Highway Maintenance, SHOPP, Caltrans Bridge & Culverts | \$1,900 | Caltrans with strong CTC oversight | Not specified, but funds will be used by Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program. | RMRA | Yes | See RMRA "Effective Dates." |
| Advance Mitigation | \$30 | Caltrans | n/a | Caltrans set aside | No | FY 2017–18 |

STIP

| | | | | | | |
|------|------|----------|---|--------------------------------|-----|----------|
| RTIP | \$77 | Caltrans | STIP formula increase over past tax. 2018 RTIPs due December 15, 2017. | 17.3 cent/gallon gas tax reset | Yes | 7/1/2019 |
| ITIP | \$26 | Caltrans | Caltrans | 17.3 cent/gallon gas tax reset | Yes | 7/1/2019 |

Public Transit Formula

| | | | | | | |
|----------------------|-------|------------------|--|--------------------------------------|----|-----------|
| STA | \$355 | via SCO | STA population- and revenue-based formulas (PUC Section 99313 and 99314) | 3.5% diesel sales tax increase & TIF | No | 11/1/2017 |
| STA Revenue-Based | | METRO via RTC | | | | |
| STA Population-Based | | RTC to operators | | | | |

Transit and Intercity Rail

| | | | | | | |
|--------------|-------|--------|---|--------------|-----|------------|
| Annual TIRCP | \$245 | CalSTA | Competitive. CalSTA to select projects. | TIF takedown | Yes | FY 2017–18 |
|--------------|-------|--------|---|--------------|-----|------------|

Intercity and Commuter Rail

| | | | | | | |
|--------------------------------|------|--------|--|-----------------------|----|-----------|
| State-Supported Intercity Rail | \$19 | CalSTA | Each of the state's three intercity rail corridors will receive a minimum of 25 percent of these funds. CalSTA will adopt guidelines to govern the administration of the funds. | 0.5% diesel sales tax | No | 11/1/2017 |
| Commuter Rail | \$19 | CalSTA | Each of the state's five commuter rail corridors shall receive 20 percent of the funds through FY 2019–20. Commencing on July 1, 2020, the funds will be allocated based on guidelines and a distribution formula adopted by CalSTA. | 0.5% diesel sales tax | No | 11/1/2017 |

Other Programs

| | | | | | | |
|------------------------------------|-------|-------------|--|--|-----|------------|
| Trade Corridor Enhancement Account | \$300 | Legislature | Competitive. Combined with federal freight program based on SB103. Applications due March 2018. | 50% of the 20-cent/gallon diesel excise tax increase | Yes | 11/1/2017 |
| Solutions for Congested Corridors | \$250 | CTC | Competitive. CTC, in consultation with ARB, shall adopt program guidelines. The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by Caltrans. Preference shall be given to corridor plans that demonstrate collaboration between the department and local or regional partners. Applications due February 2018. | TIF takedown | No | FY 2017–18 |

Figures in \$millions

| Program | Statewide Annual ¹ (FY18/19) | Directing Agency | Distribution Basis (or "Competitive") and Timing | Revenue Source | Indexed to CPI | Effective Date(s) |
|---|---|--|--|----------------|----------------|-----------------------------|
| Local Partnership Program for for Self-Help | \$200 | CTC | 50% formula (formula TBD); 50% competitive. Applications for competitive funds due March 2018. | RMRA Set aside | No | See RMRA "Effective Dates." |
| Active Transportation Program (ATP) | \$100 | CTC | Extra funds added into ATP program (SHC Section 2381). 2017 Augmentation applications due 8/17. Cycle 4=2018. | RMRA Set aside | No | See RMRA "Effective Dates." |
| Freeway Service Patrol (FSP) | \$25 | SAFE agencies/CHP/Caltrans | Not specified. Funding will potentially flow through existing FSP formula, which was used to estimate the "Expected Bay Area Annual Amount." | RMRA Set aside | No | See RMRA "Effective Dates." |
| Local Planning Grants | \$25 | Caltrans | Competitive. Caltrans to develop guidelines in consultation with ARB, OPR, and HCD. | RMRA Set aside | No | See RMRA "Effective Dates." |
| Resiliency Planning Grant (One-Time) | \$6.60 | Caltrans (not specified, but funds are transferred to the Public Transportation Account) | Likely CalSTA with Caltrans. | RMRA Set aside | No | See * |
| Workforce Development Local Assistance | \$5 | California Workforce Development Board | Not specified | RMRA Set aside | No | See RMRA "Effective Dates." |
| Transportation Research | \$7 | UC and CSU with legislative oversight | \$5 million/year to the University of California and \$2 million/year to the California State University | RMRA Set aside | No | See RMRA "Effective Dates." |

1- Annual amount reflects amount from SB1 only. For several programs, this is in addition to other sources that also provide funding to these programs.

Credit: Matrix adapted from chart originally prepared by MTC, 2017.

SENATE BILL 1 (SB1) IMPLEMENTATION UPDATE

August 2017

In April 2017 the California legislature approved SB 1 (Beall): the Road Repair and Accountability Act. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. This transportation funding package will fix local roads, state highways, and bridges and invest more dollars toward rail and bus transit, trade corridors, and safety projects. *The revenue and program numbers shown below are estimates compiled from various sources and, in some cases, different sources have different estimates. Actual revenues will vary depending on the actual revenues generated and how the state implements some of the programs.*

The Basics:

- **Revenues:** SB 1 generates revenues through a combination of new fuel and vehicle fees.
 - Once fully implemented, is expected to generate over \$5 billion per year statewide.
- **Distribution:** Revenues will be distributed to a range of existing and new, formula and competitive programs.
 - Local Streets and Roads –to cities and counties: \$1.5 billion annually
 - State Highway Operation and Protection Program (SHOPP): \$1.5 billion annually
 - State Highway Bridges & Culverts: \$400M/year
 - Transit & Rail:
 - Public Transportation Account (50/50 regions/transit agencies): \$285 million
 - State Transit Assistance Program: \$105 million in FY18/19
 - Transit and Intercity Rail Capital Program: \$245 million in FY18/19
 - Intercity Rail: \$20.4 million in FY18/19
 - Commuter Rail: \$20.4 million in FY18/19
 - Active Transportation Program – extra \$100 million/year for bicycle and pedestrian projects
 - Solutions for Congested Corridors Program (new) - \$250 million/year
 - Local Partnership Program (new): \$200 million/year to support communities that are making their own investments in transportation improvements
 - Trade Corridor Enhancement Account (new): \$300 million/year
 - Freeway Service Patrol: \$25 million/year
 - Planning Grants: \$25 million/year
 - Job Training/Workforce Development: \$5 million per year for five years to promote pre-apprenticeship training programs.
 - University Research: \$7 million/year
 - State Transportation Improvement Program (STIP) – stabilized
- **Oversight:** SB 1 states that “it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported.”
 - California Transportation Commission (CTC), Caltrans, and the California State Transportation Agency (CalSTA) are responsible for developing guidelines.

Additional Information About SB 1 Implementation

Revenues: Annual resources funding the programs

- Diesel excise tax increase: 20 cents per gallon (beginning November 1, 2017)
 - Diesel sales tax increased to 5.75 percent (beginning November 1, 2017)
 - Gasoline excise tax increase: 12 cents (beginning November 1, 2017)
 - Transportation Improvement Fee based on a vehicle's value (starting January 1, 2018) as follows:
 - \$25 for vehicles with a market value under \$4,999
 - \$50 for vehicles with a market value between \$5,000 to \$24,999
 - \$100 for vehicles with a market value between \$25,000 to \$34,999
 - \$150 for vehicles with a market value between \$35,000 to \$59,999
 - \$175 for vehicles with a market value over \$60,000
 - \$100 Zero Emission Vehicle (EV) fee commencing in 2020.
 - \$706 million in one-time General Fund loan repayments.
-
- Aside from the sales tax on diesel, all taxes and fees are adjusted annually by the Consumer Price Index
 - \$100 million/year expected to come from Caltrans efficiencies.
 - “Gas Tax Swap” annual adjustments by the Board of Equalization are eliminated on July 1, 2019, thereby resetting price-based portion of gas tax to 17.3 cents. Funds would continue to be split 44%/44%/12% to the STIP, local streets and roads, SHOPP, respectively.

New Local Streets and Roads RMRA Program

All of the gasoline taxes and a portion of the diesel excise tax and vehicle fees will be deposited into a new Road Maintenance and Rehabilitation Account (RMRA), then a portion of those funds will be apportioned by formula to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. In order to receive the funds, cities and counties must to annually provide reports to the Commission for projects anticipated for and funded through the Road Maintenance and Rehabilitation Account.

- October 16, 2017 – Deadline for cities and counties to amend their budgets and submit project list to CTC for FY17/18 funds.

| PRELIMINARY Estimates for Santa Cruz County agencies: | Caltrans 10-Year Estimate* | CSAC/ League FY17/18 Estimate* | Dept. of Finance Est. for FY18/19* | CSAC/ League Est. FY18/19* |
|--|-----------------------------------|---------------------------------------|---|-----------------------------------|
| County of Santa Cruz (unincorporated) | \$60,000,000 | \$1,820,000 | \$4,524,000 | \$4,770,000 |
| Capitola | \$2,320,000 | \$68,962 | \$174,000 | \$183,649 |
| Santa Cruz | \$14,790,000 | \$439,128 | \$1,100,000 | \$1,169,417 |
| Scotts Valley | \$2,780,000 | \$82,503 | \$209,000 | \$219,709 |
| Watsonville | \$12,100,000 | \$359,356 | \$909,000 | \$956,982 |

**These reflect rough estimates. Updated estimates for budgeting purposes are provided to cities/counties via the League of Cities and CSAC. Payments from the State Controller will vary based on actual revenues collected.*

State Transit Assistance (STA) – Public Transportation Account:

SB 1 is expected to make available more than \$355 million in new funding for the State Transit Assistance-Public Transportation Account program starting in FY 2018-19, the first year the new diesel sales tax and vehicle Transportation Investment Fees are fully implemented. These funds will be added to the existing STA-PTA program. 50% of those funds are then suballocated by population formula to county transportation commissions, with the other 50% suballocated based on local revenues (fares, local sales taxes, etc) used on transit operations. The State Controller is currently updating estimates for the revenue-based formula funds, which are only available to operators of public transportation systems, which could impact the amount available to Santa Cruz METRO. The chart below reflects **preliminary** estimates developed by the California Transit Association.

| | Preliminary Average Annual Est. (future years) |
|---|---|
| PUC 99314: Santa Cruz METRO (revenue-based) | \$1,587,000 |
| PUC 99313: Santa Cruz County RTC (population-share) – available for public transportation and community transit services | \$1,510,000 |

**Preliminary estimates from the California Transit Association*

State-Local Partnership Program for “Self-Help” Entities

SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for local or regional transportation agencies that have voter-approved taxes or tolls dedicated to transportation or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The CTC initially proposed to allocate 75% of the program funds on a competitive basis, however, after push back from agencies statewide, has since decided that for the first round of funding 50% of the funds will be distributed by formula to taxing authorities and 50% on a competitive basis. The CTC is developing guidelines which will determine which agencies are eligible to receive formula and competitive funds, how formulas will be calculated (e.g. by population, revenues generated or some combination), the types of projects that will be eligible for either the competitive or formulaic programs, and the scoring criteria for the competitive program.

- Applications for the first round of funds are due in March 2018.
- Preliminary list of eligible types of projects: State highway and local roadway projects including major rehabilitation, projects that increase capacity to improve mobility or reduce congestion, safety projects, operational projects, and soundwalls; bike/pedestrian projects; transit facilities that are eligible for funds under Article XIX (transit rolling stock and operations may not be eligible); environmental mitigation.
- Local taxes and fees must provide 50% match, which may limit eligibility to Measure D-funded projects.

Congested Corridors Program

SB 1 establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the CTC, focuses on multi-modal solutions to the most congested corridors in the state and takes a performance- based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in

highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes. The bill requires the CTC to score projects based on how well they address safety, congestion, accessibility, economic development and job creation, air quality, efficient land use, matching funds, and deliverability. The CTC’s guidelines will determine how each of these criteria are weighted. Other issues to be addressed in the guidelines include the definition of a corridor, the definition of a highly congested corridor, and the elements of a comprehensive corridor plan.

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) can nominate projects. Projects will also be given priority if they are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.” Beginning in March 2019, the CTC is required to provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

- Applications for the first round of funds are due in February 2018. Subsequently, the program shall be adopted on a biennial basis.
- *Possible local candidates: projects on Highway 1, rail corridor, and major congested arterials in Santa Cruz County analyzed in a corridor plan.*

Bicycle and Pedestrian Access Improvements – Active Transportation Program

In addition to augmenting the Active Transportation Program by \$100 million per year (increasing in the size of this on-going program by more than 80%), SB 1 requires that Caltrans update the Highway Design Manual to incorporate the “complete streets” design concept. No other limitations or conditions on the use of funds are included in the bill. CTC is making FY17/18 and FY18/19 funds available to already approved projects that can be delivered early or that applied for funds in 2016, but were not selected.

- Applications for the 2017 ATP Augmentation were due August 1, 2017. The next round of applications are expected to be due in Spring 2018.

Trade Corridors

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. The Legislature decided in July 2017 (SB 103) to combine SB 1 freight funding and federal freight funding into a single program to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. It is expected that most of these

funds will be directed to areas serving ports.

- Applications are due March 2018
- *It is currently unclear if Santa Cruz County has routes with high enough truck volumes to reasonably compete for these funds.*

Transit and Intercity Rail Capital (TIRCP)

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed cap & trade program, which provides funding for bus and rail rolling stock, improvements, and possibly new service. Program is administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the Transportation Improvement Fee (TIF) starting in FY 2018-19. This amount is in addition to Cap and Trade revenues designated for the program. In FY 2017-18, the TIRCP should receive approximately half the annual amount from SB 1 (\$123 million) from the TIF since the new fee is not effective until January 1, 2018.

- January 2018 – Applications due for 5-year, \$2 billion program (which includes Cap & Trade and SB 1 funds)
- *Sample eligible projects: METRO – new services and bus replacements; transit service along the Santa Cruz Branch Rail Corridor; Pajaro Station and rail service from the Bay Area to Salinas.*

Intercity and Commuter Rail Funding

SB 1 creates dedicated funding for intercity rail and commuter rail programs by the imposition of a new 0.5 percent diesel sales tax. Similar to the TIRCP, projects would be selected by CalSTA.

Of the approximately \$37.5 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (such as Metrolink) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019.
- Funds may be spent for operations or capital.
- Similar to the State Transit Assistance (STA) program, the actual amount of revenue each year will depend on diesel prices and sales.

State Transportation Improvement Program (STIP)

While there are no specific provisions for the STIP, effective July 1, 2019, SB1 stabilizes funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the "price-based excise tax." SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will begin in July 1, 2020. In recent years, the CTC has essentially restricted STIP funding to what is generated by the price-based excise tax. Aside from the restoration of and indexing to the STIP, growth to the program was curbed in favor of new, annual funding available for trade corridors (\$300 million) and the

creation of the Solutions for Congested Corridors Program (\$250 million), through competitive grants.

- Regions must submit proposals for the 2018 STIP (FY18/19-FY22/23) to the CTC by December 15, 2017. Santa Cruz County's 2018 STIP programming "target" is \$17 million, which includes over \$9 million in old balances from prior STIP cycles.

SHOPP: It is estimated that \$3.25 billion in additional funding will be made available for the Central Valley and Coast Counties (19 counties) over a five-year period. An additional \$280 million is made available for highway maintenance over a five-year cycle. Caltrans District 5 will be responsible for identifying projects on Santa Cruz County highways to compete for those funds.

Caltrans Planning Grants

The bill provides \$25 million to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose of the grants is to "encourage local and regional planning that furthers state goals as provided in the regional transportation guidelines" adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor's Office of Planning and Research and the Department of Housing and Community Development. The draft guidelines propose to suballocate some of the planning funds by formula to MPOs. The share for the AMBAG region is approximately \$315,000. AMBAG staff has indicated that they initially plan to use all of the funds on its planning functions.

- Applications for the statewide competitive planning grants are due October 20, 2017

In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for local and regional agencies for climate change adaptation planning.

Advance Mitigation

\$30 million is set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects.

- *It is currently unclear whether some of these funds could be available for advance mitigation projects in Santa Cruz County, including the Highway 17 wildlife crossing.*

Job Training/Contracting Provisions

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. SB 1 appropriate \$5 million per year for five years starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. SB 1 also requires Caltrans and cities and counties to follow state guidelines regarding pre-apprenticeship training programs no later than January 1, 2023.

s:\legislat\2017\statebudgetproposals\sb1update-aug2017.docx

Priority Projects - Possible Candidates for State Funding

This list includes priorities that have consistently been identified by project sponsors, the RTC, and/or its citizen advisory committee over the past 5 years that may be good candidates for submitting applications for state funding programs in 2017 or 2018. Some projects or portions of projects may also be funded from Measure D local or regional categories.

| Project | Potential State Fund Request |
|--|---|
| Hwy 1 Aux Lanes: 41st to Soquel Ave and Chanticleer Bike/Ped Bridge | Construction - STIP, SB 1 |
| Hwy 1 Aux Lanes: Park Ave and Bay/Porter (Capitola/Soquel Village) | Pre-construction - STIP |
| Hwy 1: Auxiliary Lanes from State Park Dr to Park Ave | Pre-construction - STIP |
| Hwy 1/Hwy 9 Intersection, City of SC | Construction - STIP, SB 1 |
| Hwy 1 San Lorenzo River Bridge, City of SC | Any costs not covered by city - STIP, SB 1 |
| Hwy 1 Bike/Ped Bridge @ Harkins Slough Rd | ATP; RTC committed future regional funds if ATP not secured |
| Hwy 1 Bike/Ped Xing @ Chanticleer (also included in 41st-Soquel Aux) | Any |
| Hwy 1 Bike/Ped Xing @ Mar Vista | Any |
| Ramp metering on Highway 1 | Planning grant |
| Hwy 9 Corridor Improvements: Various bike, pedestrian, transit, intersection, and safety projects. | Bike/Ped - ATP; SHOPP; + |
| Hwy 17 Wildlife Crossing | Construction - Seek SHOPP, adv. mitigation |
| Monterey Bay Sanctuary Scenic Trail Network (MBSST) - Priority sections | Any |
| Local Street and Road Pavement Preservation | SB 1 formula funds |
| 2017 Storm Damage Repair - Countywide | SB 1 formula funds |
| Ongoing Santa Cruz METRO bus replacements | TIRCP candidate? |
| Metro Center - Pacific Station Renovation (downtown Santa Cruz) | TIRCP candidate? |
| ParaCruz Operations Building | TBD |
| Community Bridges Lift Line Operations Building | TBD |
| Pajaro Station | TIRCP candidate |

Potential Candidates for FUTURE Funding Cycles (not ready to submit applications in 2017 or 2018)

| | |
|---|--------------------------|
| Unified Corridor Investment Study Priorities | TBD - SB 1 Corridor + |
| Hwy 1/Mission St/Chestnut/King/Union Intersection Improvements, City of SC | TBD - requires a PID |
| Hwy 1/Mission St/Bay St Intersection Improvements, City of SC | TBD - requires a PID |
| Hwy 1 Operational Improvements for Transit | TBD - requires a PID |
| Hwy 1 Interchange Reconfiguration: Soquel Avenue and Morrissey Blvd. | TBD |
| Hwy 1 NB Auxiliary Lane Freedom Boulevard to State Park | TBD - may require a PID |
| Hwy 9 Corridor Improvements: Operational Improvements | TBD - some require a PID |
| Hwy 17/Mt. Hermon Rd. Ramps: Intersection Operations; add lane to SB off-ramp, Scotts Valley | TBD - requires a PID |
| Hwy 17 Access Management Improvements | TBD - requires a PID |
| Highway 129: Highway 101 to Hwy 1 Freight and Safety, includes improvements at Lakeview intersection, severe congestion at other intersections. | TBD - requires a PID |
| East Lake Ave-(Hwy 152) Widening (Martinelli St-Holohan Rd) - Goods Movement | TBD - requires a PID |
| Santa Cruz Branch Rail Line Infrastructure Preservation | TBD |
| Countywide railroad crossing grade improvements | TBD |

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: 2018 Regional Transportation Improvement Program Development

RECOMMENDATIONS

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

1. Receive an update on development of the 2018 Regional Transportation Improvement Program (RTIP); and
 2. Provide input on draft evaluation criteria Attachment 1.
-

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds, including State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG) /Regional Surface Transportation Program Exchange (RSTPX), Transportation Development Act (TDA) and State Transit Assistance (STA), and now SB 1 Local Partnership Program (LPP) funds.

The RTC typically selects projects to receive funds through a competitive application process, which includes evaluation of project benefits, review by the RTC's advisory committees, and a public hearing. Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP). If projects are considered regionally significant, will impact air quality conformity, or are receiving federal funds, they are also amended into the *Federal/Metropolitan Transportation Improvement Program* (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects approved by the RTC for State Transportation Improvement Program (STIP) funds are subject to concurrence from the California Transportation Commission (CTC), which also makes the final determination on what year STIP funds are programmed after looking at proposals from agencies statewide.

DISCUSSION

Available Funds

There are regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), SB 1 State Transit Assistance (STA) population-formula funds, and SB 1 Local Partnership Program (LPP) funds available for programming this year. Similar to years past, staff recommends selecting projects for several funding programs within a combined application process. This provides the flexibility to focus STIP funds to projects that also meet CTC

priorities, and focus funds which have more “strings” attached to certain projects (e.g. federal and State Transportation Improvement Program (STIP)), while considering the diverse transportation system needs. It also can reduce the amount of time spent on the programming process.

State Transportation Improvement Program (STIP)

For the 2018 State Transportation Improvement Program (STIP) the region's share of funds through FY22/23 is approximately \$17 million (target); this includes \$406,000 available for state-mandated planning, programming, and monitoring (PPM) and the region's past unprogrammed balances of over \$9 million (which includes \$6.4 million the CTC deleted from the Harkins Slough Road Interchange project in 2016 and \$2 million the RTC previously reserved for the Highway 1 41st Ave-Soquel Auxiliary Lane). The RTC's proposal for STIP funds is due to the California Transportation Commission (CTC) by December 15, 2018. Though the RTC is responsible for selecting projects to receive the region's share of STIP funds, the CTC makes the final decision on whether projects are included in the STIP and in what year. It is not uncommon for the CTC to program only some projects and to shift projects to later years than requested.

While the region's target for the 2018 STIP is \$17 million, the CTC is only required to make \$4.5 million in STIP funds available for programming in this cycle (the county minimum). It seems that the CTC is working to make all regions “whole” in this cycle and will program to the County shares (\$17 million for Santa Cruz County). If the RTC does not select projects for the full \$17 million, it may be FY23/24 before the balance of the region's STIP share would be made available but it also gives the RTC better flexibility to program funds to projects that do not receive funding from other sources or experience cost increases.

For STIP funds, the CTC has stated that it will prioritize cost increases on previously programmed projects and projects or project components deleted in the 2016 STIP due to statewide funding shortfalls. After those priorities, the CTC will consider new projects – with focus on RTIP proposals that meet state highway improvement and intercity rail needs. The CTC is also giving greater consideration to how well projects advance a wide range of performance measures and address climate preparedness and reduce greenhouse gas emissions.

Surface Transportation Block Grant Program (STBG)/ Regional Surface Transportation Program Exchange (RSTPX)

In addition to STIP funds, the RTC is responsible for selecting projects to receive approximately \$3 million per year in federal Surface Transportation Block Grant Program (STBG) funds, which the region is able to annually trade for state Regional Surface Transportation Program Exchange (RSTPX) funds. In addition to these funds, the County of Santa Cruz receives \$224,813 of the region's share of RSTPX funds directly each year, as set forth in state statute.

Approximately \$7 million in STBG/RSTPX is available for programming to projects in Santa Cruz County through FY19/20. Staff recommends that the RTC program these STBG/RSTPX funds as part of the 2018 RTIP. Unlike STIP funds, programming decisions for STBG/RSTPX funds are not subject to CTC approval.

SB 1 Formula Funds

In addition to STIP and STBG/RSTPX, this year the RTC is also responsible for selecting projects to receive additional State Transit Assistance (STA) funds (above what is currently budgeted) and new Local Partnership Program funds that are generated by Senate Bill 1. Rather than issues a separate call for projects for those funds, staff recommends including them in the 2018 RTIP cycle. The state is expected to provide estimates about how much new funding is available for these programs soon. LPP-funded project may also require as much as a 1-to-1 match of Measure D or other local taxes and fees. See separate staff report for additional background information on these programs.

As project applications are evaluated and projects are approved by the RTC, staff will work with projects sponsors to confirm the most appropriate funding source ("color of funds") for each. This may also include changing previously approved STBG/RSTPX to STIP for highway and other large projects, thereby freeing up STBG/RSTPX for smaller projects or projects that are not as high of a priority for the CTC.

Previously programmed projects

As a first step in developing the 2018 RTIP, agencies implementing previously programmed projects will be updating project cost, schedule, and scope information. Over the past year, project sponsors have seen a significant spike in project costs due to higher bids in a very active construction market and it is anticipated that there are cost increases on several projects. **Staff requests that project sponsors inform staff by August 25, 2017 if they anticipate requesting additional funds for previously programmed projects as part of this programming cycle.**

Harkins Slough Road Interchange

In 2016, due to the drop in gas prices and associated drop in tax revenues, no STIP funding was available for new projects and the CTC instead deleted \$754 million in projects statewide that were previously approved for STIP funds (approximately 35% of projects statewide) and delayed most other projects. This included \$6.74 million previously programmed to the Highway 1/Harkins Slough Road interchange. While building a new interchange is no longer being pursued, in 2016, the RTC committed to reprogramming STIP or STBG funds to the Harkins Slough Road Bike/Pedestrian Bridge project if the project does not receive other grant funds. The RTC and CTC since agreed to shift \$600,000 in STIP that was not deleted from the right-of-way phase to environmental review of a bicycle/pedestrian crossing at the interchange and secure an additional \$300,000 in STIP funds for environmental review. Caltrans initiated environmental review of the project this summer. Especially given the infusion of \$100 million per year from SB 1 (growing the available Active Transportation Program (ATP) funding by 80%), Watsonville and RTC staff believe that the project could secure ATP funds in 2018. Therefore, strategically, it may be best not to program STIP or STBG funds to the project in this 2018 RTIP grant cycle. However, as the RTC committed, the RTC must be prepared to program the balance deleted by the CTC (\$6.44 million) before the project starts construction.

Evaluation Criteria for the 2018 RTIP

The RTC selects projects to receive funds on a competitive basis. The RTC considers how well projects address *Regional Transportation Plan* (RTP) goals, policies, and targets and federal and

state criteria and guidelines when evaluating projects. Staff recommends that the ITAC provide input on possible evaluation criteria for the 2018 RTIP cycle (Attachment 1).

2018 RTIP Timing

The RTC's proposal for STIP funds is due to the CTC by December 15, 2017. The CTC will then review proposals from Caltrans and regions statewide, release its staff recommendations by the end of February 2018, and make a final determination on which projects to include in the STIP program by March 22, 2018. In order to meet that deadline, staff anticipates that the RTC will issue a call for projects in September, with applications due mid/late October, advisory committee review and recommendations in November, and RTC board approval following a public hearing at its December 7, 2017 meeting. Staff will return to the RTC in September with a more detailed timeline for the *2018 Regional Transportation Improvement Program (RTIP)*.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds. Staff anticipates that the RTC will issue a call for projects for the 2018 Regional Transportation Improvement Program (RTIP) cycle in September, with applications due in October. A public hearing will be held in December to take final actions to program the funds. Staff is seeking updates on previously programmed projects and input on evaluation criteria.

Attachments:

1. Draft Evaluation Criteria

i:\rtip\2018rtip\2018cyclertc\2018rtipdevtitacaug-sr.docx

DRAFT 2017 Evaluation Criteria

The RTC is required by state and federal regulations to ensure programming decisions are consistent with the *Regional Transportation Plan* (RTP). Given the very limited amount of funding available, it is important to ensure that funds are used cost effectively to improve the region's multimodal transportation network. The following summarizes evaluation criteria used by the RTC and other agencies for past competitive grant programs. **In 2016, the RTC identified the first four criteria as the most important.** Because of the wide range of projects typically identified by the community and stakeholders, some criteria will not be applicable to certain projects, but that does not eliminate the project from consideration. *For instance, the scope of some projects is limited to pavement preservation, while other projects may be focused on safety enhancements, making it challenging to make an apples-to-apples comparison of the two; however a project that includes multiple benefits (e.g. incorporates complete streets components) is more likely to be funded than a single purpose project.*

Criteria used to evaluate projects and examples of type of information that could be used to demonstrate how a project is meeting those criteria.

1. Number of people served. Number of anticipated users of a facility, service or program. Data to support these estimates may include:
 - Current use of facilities/services (e.g. traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc)
 - Work plan for a program and targeted number of people to use program
 - Destinations served by a project (e.g. employment centers, transit center, retail/commercial area, visitor destination)
 - Modeling information, if available
2. Safety
 - History of collisions in area and description of how proposed safety measure will reduce collisions
 - Demonstrated countermeasure to reduce collisions, especially fatalities or injuries
 - Eliminate perceived safety issues
 - Fill gaps in bicycle or pedestrian network in an area
 - Reduce speeding
 - Improve safety, especially for youth, vulnerable users, and transportation disadvantaged (low income, seniors, disabled, minorities)
 - Improve access to/for emergency services
3. System Preservation
 - Improve pavement condition
 - Extends useful life of a facility or program
 - Maintain state of good repair
 - Increase percentage of pavement in good condition
4. Change in vehicle miles traveled/air pollution/greenhouse gas emissions and/or fuel consumption

- Shift automobile travel to alternative modes
 - Reduce need for travel
 - Reduce fuel consumption
 - Reduce emissions
 - Health benefits
5. Access for all modes, especially to and within key destinations (increase travel options, reduce number or distance of trips)
 - Increase walking (add new sidewalks, crosswalks, minimize obstacles)
 - Increase bicycle (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
 - Increase public transit access or quality of transit rider experience
 6. Change in travel times and travel time reliability and efficiency of the transportation system, including transit
 - Reduce variability in travel times
 - Reduce peak hour travel times
 - Reduce congestion: Annual Hours of Excessive Delay Per Capita
 7. Change in passenger, freight and goods movement efficiency
 - Increase throughput on existing facilities or services
 8. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
 - Project location, destinations served, demographic information
 9. If projects are shown as “constrained” on the draft 2040 RTP Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
 - RTP project number
 10. Consistency with the Complete Streets Guidelines, approved by the RTC in 2013
 - Consideration of possible complete streets components appropriate for different street types
 11. Public engagement
 - Information on how the project was identified a priority
 - Outreach that has occurred or will occur during project planning and/or implementation (e.g. outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc)
 12. Funding
 - Demonstrate project would be fully funded and identify other funding that has been secured
 - Identify funding available if unanticipated cost increases

13. Risk Assessment and Deliverability

- Schedule: Potential risks to project schedules
 - i. Percent chance of delay/confidence in schedule
- Risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity
- Financial risks: such as budget uncertainty
- Operational risks: such as asset failure
- Strategic risks: such as organizational compliance
- Political risks: potential for public opposition
- Risk mitigation for each, planned mitigation actions

i:\rtip\2018rtip\2018cyclertc\evalcriteria2017.docx

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Measure D: Informing the Public about Investments

RECOMMENDATIONS

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

1. Provide input on the discussion draft Measure D signage specifications (Attachment 1);
 2. Identify other methods to ensure that the public is aware of how Measure D funds are being used; and
 3. Receive updates from Measure D recipient agencies on the schedule for Measure D-funded projects that agencies plan to implement in FY17/18.
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects, transportation for seniors and people with disabilities, highway corridors, active transportation, and the rail corridor. The Regional Transportation Commission (RTC) is responsible for implementation and administration of the measure. The Expenditure Plan categories: "Neighborhood Projects" and "Transportation for Seniors and People with Disabilities" include formula funding allocations to local jurisdictions and transit service providers for local efforts related to maintaining and improving local roads, including pavement, bicycle, and pedestrian infrastructure, and transit/paratransit services.

Earlier this year, agencies receiving Measure D revenues (recipient agencies) adopted plans identifying how they intend to spend the first five years of revenues and signed a master funding agreement outlining some of the requirements and guidelines for use of Measure D funds.

DISCUSSION

As noted in the Measure D Ordinance (Section 32) which was approved by voters, 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 Measure D, the Ordinance, master funding agreement and implementation guidelines include several measures which will help ensure that the public is aware of how their tax dollars are being spent.

Signage

As set forth in the Master Funding Agreement, project sponsors are required to install or mount signage adjacent to Measure D-funded construction projects and/or on vehicles funded with Measure D funds where practical, so Santa Cruz County taxpayers are informed as to how recipient agencies are using Measure D funds.

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on discussion draft signage specifications ([Attachment 1](#)). The signage specifications should be compatible with other state, federal, and local signage requirements, which may include SB 1.

Other Public Information - Groundbreakings and Project Updates

Beyond signage and including the Measure D logo in materials for projects and programs funded by Measure D, the funding agreement also requires recipients to provide current and accurate information on their agency website on how they plan to use and are using Measure D funds. At least once a year, agencies are also required to publish articles highlighting projects or programs funded by Measure D funds in a local newspaper, agency newsletters, or via internet-based platforms, including but not limited to blogs, websites, and social media sites. Starting in 2018 (by December 31) agencies will also prepare an annual report which includes an updated five-year program of projects, a report on prior fiscal year expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds).

Staff recommends that the ITAC discuss other ways to ensure that taxpayers are informed about how Measure D funds are being used. RTC staff is in the process of creating a "toolkit" for groundbreaking events and is available to assist with public events.

Project Implementation Updates

Staff recommends that Measure D recipient agencies provide updates on the schedules for projects that will be implemented in FY17/18 and public outreach planned for those projects.

SUMMARY

Measure D recipient agencies are required to inform the public how revenues are being used. ITAC members are requested to provide input on draft signage specifications and other ways to keep taxpayers informed. Recipient agencies are asked to provide schedule updates on projects to be implemented in FY17/18.

Attachments:

1. Discussion Draft Signage Specifications

s: \\itac\2017\aug2017\measd-pubinfo-sr.docx

DISCUSSION DRAFT

MEASURE D SIGN SPECIFICATIONS



PROJECT SIGNAGE BACKGROUND

The display of project signs is regularly utilized by public agencies to provide members of the public with information about the construction and operation of transportation projects. Project signs are posted near the location of the project, or on the vehicle in the case of bus transit projects, and typically display the project name, the project cost, funding source, project sponsor and estimated completion date. Project signs also are used to help inform the public of what programs help fund projects, like the Measure D transportation sales tax, and thereby raise the profile of the Measure D program.

In order to ensure that the public is informed about projects that are being delivered using Measure D local tax revenues, **agencies implementing Measure D-funded projects or programs are required to publicly identify transportation projects and programs that are funded in part by Measure D.**

Project sponsors will utilize project signs to provide members of the public with information on improvements that are implemented with the voter-approved funding.

PROJECT SIGNAGE PROVISION

This document identifies criteria for the minimum amount of Measure D contribution for signs to be displayed, the length of time signs should be displayed and the types of signage by project type/size. These guidelines will help provide uniformity for project sponsors in the implementation of the Measure D program.

Projects that meet the thresholds identified in the guidelines will follow the appropriate display schedules and project signage type. While specifications for Measure D project signs have been developed by types of projects, if the prescribed sign type obstructs user accessibility or causes a potential safety hazard, project sponsors have the discretion to install alternative signage that displays the Measure D logo at a minimum.

The design standards below are suitable for a variety of projects and programs that sponsoring agencies can use to manufacture all the signs required. Agencies can customize the overall sign to your needs, by adding your local agency logo and a specific project name, construction schedule, or as desired/required by other funding entities (e.g. SB 1, sometime FHWA). Measure D image files are available from RTC. *Updated image files were provided to public works and transit planning staff in July 2017.*

For all Measure D-funded projects, the implementing agency shall prepare, install and remove signage in accordance with these specifications.

Signage shall include verbiage stating “Funded by” and the Measure D logo that meets the minimum size requirements outlined below. Measure D project sign installation will follow the Measure D contribution thresholds, display schedules, and sign specifications summarized below.

Agencies will be required to certify that these signage requirements have been met in order to receive and retain Measure D payments. Costs for Measure D project signs can be funded from Measure D funds programmed in the project budget.

Updated sign specifications for capital projects:

| Project Type | Measure D Funding Threshold | Display Schedule | Type of Signage |
|--|------------------------------------|---|---|
| Neighborhood Projects: Capital Improvement Projects | Contribution greater than \$25,000 | Prior to the construction, during construction and 1 months after the completion of construction. | Min. 2’ tall sign for \$25k-\$999,999; Min. 4’ tall for greater than \$1 million |
| Transit/paratransit Capital | Contribution greater than \$10,000 | Vehicles: Life of vehicle Transit Facilities and Amenities: Prior to the construction, during construction and 1 month after the completion of construction. | Vehicles: Min. 18” tall Amenities: Min. 2’ tall |
| Transit Operations | Contribution greater than \$10,000 | Funding duration | Min. 18”tall |
| Regional Capital Projects (Highway, Rail, Trail) | All projects | Prior to the construction, during construction and 3 months after the completion of construction | Min. 4’ tall sign |

Other Projects/Programs:

In addition to signs at project site, agencies should include the Measure D logo on project websites, factsheets and other media related to Measure D-funded projects, programs, and operations. For example:

Transit Schedules: Measure D logos and the Measure D website address should be included on printed materials for transit schedules for services that are funded with Measure D funds.

Education and Marketing Programs: Measure D logos and the Measure D website address (www.sccrtc.org/move) must be included on printed materials for programs that are funded with Measure D funds.

\\\\rtcserv2\\shared\\measured\\outreach\\signage\\signinstructions.docx