

Santa Cruz County Regional Transportation Commission's

Interagency Technical Advisory Committee (ITAC)

AGENDA

Note Start Time: Thursday, March 17, 2011 1:00 p.m.

> SCCRTC Conference Room 1523 Pacific Ave. Santa Cruz, CA

- 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 January 27, 2011 ITAC meeting - Page 3

REGULAR AGENDA

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

- 7. Regional Transportation Plan Update: Overview and Work Plan Page 7
 - a. Staff report
- 8. Draft Monterey Bay Area Public Participation Plan (PPP) Page 17
 - a. Staff report
 - b. Excerpts from the Plan
 - c. Plan online at: http://www.ambag.org/programs/met_transp_plann.html
- 9. Bicycle Licensing Ordinance Coordination Page 33
 - a. Staff report
- 10. State Legislative Update Page 36
 - a. Staff report
 - b. Legislative Bill Tracking sheet

NEXT MEETING: The next ITAC meeting is scheduled for **April 21** at **1:00 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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

DRAFT MINUTES

Thursday, January 27, 2011 1:00 p.m.

SCCRTC Conference Room 1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Taylor Bateman, City of Scotts Valley Planning
Tove Beatty, Santa Cruz Metropolitan Transit District (Metro)
Teresa Buika, UCSC
Piet Canin, Ecology Action - Transportation
Mark Dettle, City of Santa Cruz Public Works
Dan Herron, Caltrans District 5
Steve Jesberg, City of Capitola Public Works
Robert Nunes, MBUAPCD
Maria Esther Rodriguez, City of Watsonville Public Works
Todd Sexauer, County Planning
Majid Yamin, City of Scotts Valley Public Works

STAFF PRESENT

OTHERS PRESENT

Rachel Moriconi Kim Shultz George Dondero Donn Miyahara, Caltrans District 5

- 1. Call to Order Chair Rodriguez called the meeting to order at 1:05 p.m.
- 2. Introductions Self introductions were made
- 3. Oral communications None
- 4. Additions or deletions to consent and regular agendas Item 7 was moved ahead of Item 6.

CONSENT AGENDA (Buika/Rodriguez) approved unanimously

- 5. Approved minutes of the November 18, 2010 ITAC meeting with the following changes:
 - i. Item 6, SCMTD update was corrected to reflect that Metro's new ticket vending machines include rolling <u>31</u> day passes.
 - ii. The last sentence in Item 8 was modified, "Mr. Patel noted that unemployment and gas price fluctuations were indirectly factored into the model..."

REGULAR AGENDA

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

MBUAPCD – Bob Nunes reported that the Air District is working on the job description to recruit a replacement for David Fairchild who recently retired. The Air District will be doing more work on AB32 and SB375 implementation. He also announced that there will be trainings for the CalEEMod land use emissions model software.

City of Santa Cruz – Mark Dettle reported that the American Recovery and Reinvestment Act (ARRA)-funded roundabout at Depot Park is under construction and work on a concept plan for a roundabout at the Bay/High Street intersection is underway. The City also has instituted variable parking rates and "Park Mobile" options to pay for parking by cell phone.

Caltrans: Dan Herron reported that several guardrail, median barrier, and other State Highway Operation and Protection Program (SHOPP) projects are currently being planned and/or under construction. He noted that construction of the Highway 1/Salinas Road Interchange project continues. Also, Caltrans' will be programming two years' funds, totaling \$25 million statewide for elderly/disabled transit vehicle purchases.

Santa Cruz Metro – Tove Beatty reported that Metro is starting its Watsonville Transit Study, which includes public interviews. The California Transportation Commission (CTC) allocated \$500,000 in State Transportation Improvement Program (STIP) for Metro's Bus Stop Improvement project, with locations throughout the county. Mark Dettle requested the list and map of bus stop locations. Metro is also starting to work with the County of Santa Cruz on moving the Emeline bus stop. On December 20 the purchase of the Greyhound station was finalized and the ticket agent is moving into the Metro Center building. ARRA-funded vehicles, which include a raised-top design, more room for mobility devices, and fire suppression systems, are in operation. New fare boxes are also in operation. In a response to a question from Taylor Bateman, she noted that there is no ticket vending machine currently in Scotts Valley. Mark Dettle suggested looking at locating a vending machine in the Scotts Valley Library.

Capitola - Steve Jesberg reported that the lighted pedestrian crosswalk/traffic calming project on Capitola Road is nearly completed; parking structure plans are under review; electric vehicle charging stations are being installed; and pay stations for parking along the Esplanade will be installed by the end of April 2011.

Scotts Valley – Taylor Bateman reported that the library project will be completed this spring or early summer. Council also recently approved the Woodside planned development, which includes 50 units and commercial space.

Ecology Action – Piet Canin reported that plans to expand Zipcar availability are underway; Ecology Action is working with the Monterey Bay Electric Vehicle Alliance to implement grants to install electric vehicle chargers throughout the Monterey Bay area; and Ecology Action moved into its new LEED-certified building which includes extensive bicycle parking and electric vehicle chargers.

SCCRTC – Rachel Moriconi reported that the California Transportation Commission allocated funds to purchase the Santa Cruz Branch rail line, with close of escrow anticipated this spring. She noted the CTC did not approve \$650,000 of the requested funds; Union Pacific agreed to cover \$400,000 of the shortfall and staff is recommending using \$250,000 in RSTPX. She reported that work has begun with AMBAG on the next Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS), and that staff will work with project sponsors on expanding the transportation needs assessment to ensure "complete streets" within priority growth areas. She also reported that the RTC is accepting applications for a transportation planning technician. Kim Shultz reported that the Soquel-Morrissey Auxiliary Lanes project design and right-of-way is nearing completion. The HOV

lanes project architectural study was recently submitted to FHWA. Remaining technical studies include air quality and noise. Once technical review is completed the Draft Environmental Impact Report (EIR) will be released for public review, estimated in late 2011/early 2012.

City of Watsonville – Maria Rodriguez reported that construction of the Green Valley Road project is expected to be completed within the next four weeks; the Freedom Blvd project is going out to bid soon; and the City is finalizing the concept report for a roundabout at Main St/Hwy 152/Freedom Blvd. in response to comments from Caltrans.

7. Sustainable Transportation Access Rating System (STARS) Update

George Dondero provided an overview of STARS, including a summary of the credits developed for the STARS Pilot Project Manual and planned application of STARS to the Highway 1 corridor.

Dan Herron noted that the Caltrans cost/benefit model is a tool that could be used to do some of the analysis. Todd Sexauer noted that STARS might be helpful with Climate Action Plan development. In response to a question from Teresa Buika, Mr. Dondero noted that some of the recommendations for the HOV lanes project could be implemented in the near term, with others to be implemented over time. In response to a question from Piet Canin, Mr. Dondero noted that STARS for the HOV lanes project may show how expansion of Transportation Demand Management (TDM) strategies would help achieve the project goal to reduce the number of people driving alone. He noted that STARS identifies/clarifies project goals and then identifies specific objectives/projects to achieve those goals. Kim Shultz said that STARS essentially results in a program of projects that could be implemented individually or integrated with other recommendations that public agencies and others have for meeting overall goals.

Mr. Dondero noted that the RTC is also considering applying STARS to the Regional Transportation Plan, using a programmatic approach that would establish guiding principles for transportation projects. Mark Dettle stated that evaluating sustainability of transportation projects and programs is becoming more common, reporting that the City's Public Works Commission has requested that the Capital Improvement Program (CIP) be evaluated from a climate action standpoint.

8. State Budget Update

Rachel Moriconi provided a summary of transportation funding proposals in the Governor's budget. She encouraged members to support the proposal to reenact the Gas Tax Swap in order to ensure funding remains available for transportation. She requested input from members on how state budget proposals would impact their transportation projects and what transportation projects have been/are being funded by local Redevelopment Agencies.

Ms. Moriconi noted that several local projects could also be delayed if there is no bond sale until the fall, including the Auxiliary Lanes project. Tove Beatty noted that Metro is waiting on Proposition 1B bond revenues to move forward with purchasing additional vehicles needed to fully convert the fleet to CNG. Mark Dettle noted that the Murray Street bridge project is dependent on bond revenues to provide the match to federal funds. Ms. Beatty added that there is an \$854 million backlog in transit projects statewide waiting for Proposition 1B funds.

Ms. Moriconi also reported that agencies are now expected to reimburse Caltrans for oversight on project initiation documents (PID) for local lead projects on the State Route System.

Teresa Buika reported that if the number of students gets capped, the amount of funds available for

transportation will be reduced. Mark Dettle said that the proposal to eliminate RDAs <u>will</u> impact transportation and that the RDA funds upgrades, enhancements, capacity, and rehabilitation projects (not repairs). Maria Rodriguez noted that the City of Watsonville is looking at designating additional RDA funds for transportation projects. Steve Jesberg and Taylor Bateman said their councils are not immediately designating additional RDA funds for transportation projects.

9. Caltrans Planning Grants Overview

Dan Herron reported that Caltrans is currently soliciting applications for Caltrans Planning Grants. \$10.5 million is available statewide. He provided an overview of the variety of categories. Eligible applicants include cities, counties, RDA, non-profits, transit agencies, RTPAs. Mr. Herron provided examples of some of the plans that have been funded in the past, including Salinas Chinatown revitalization plan, Bicycle Plans, and corridor plans. Applications are due March 31, 2011.

Tove Beatty reported that Metro is considering a plan that looks at transit needs if unincorporated areas grow. She noted that there are several planning efforts underway (such as Climate Action Plans) that depend heavily on transit to achieve their goals, however there needs to be a plan to address the sustainability of transit service to address those needs. Mark Dettle suggested reevaluating the fundamental funding model for transit. Dan Herron noted that Santa Barbara had looked at developer fees for transit service.

In addition to planning grants, Rachel Moriconi reminded members that applications for Caltrans' Bicycle Transportation Account (BTA) grants are due March 18.

10. State Highway Operation and Protection Program (SHOPP) Projects Update

Rachel Moriconi recommended that ITAC members review the list of State Highway Operation and Protection Program (SHOPP) projects planned for the State Route System and inform Caltrans project managers if there are concerns or questions about specific projects, including opportunities to coordinate SHOPP and local projects.

Mark Dettle expressed frustration coordinating with Caltrans on a water main replacement project. He requested assistance from Dan Herron.

11. Statewide Local Streets and Roads Needs Assessment

Rachel Moriconi reported that the 2010 Statewide Local Streets and Roads Needs Assessment report will be released in February. Future updates may be funded in part from contributions from regions, cities, and counties. If regions contribute, it is likely that the RTC's share would come from its Regional Surface Transportation Program (RSTP) funds.

12. Chair and Vice Chair Elections

The ITAC unanimously elected Chris Schneiter (City of Santa Cruz Public Works) as Chair and Steve Jesberg (Capitola Public Works) as Vice Chair (Dettle/Buika).

The meeting adjourned at 2:45 p.m. The next ITAC meeting is scheduled for **March 17**, **2011** at **1:00 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

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AGENDA: March 17, 2011

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Grace Blakeslee, Transportation Planner

RE: Regional Transportation Plan (RTP) Overview and Work Plan

RECOMMENDATIONS

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

1. Receive information and provide input on the development of the next RTP, including the process for updating RTP goals and policies (Attachment 1).

BACKGROUND

As the regional transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a statemandated long range transportation plan for the region. The RTP includes goals and policies that are used to prioritize projects for funding (Policy Element); identifies the area's transportation needs and planned projects (Action Element); and estimates the amount of state, federal, and local funds that may be available over the next 20-25 years (Financial Element). The RTPs adopted by Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan (MTP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current RTP was adopted by the RTC in June 2010.

DISCUSSION

A Work Plan for the development of the next RTP has been included as <u>Attachment 1</u>. **RTC staff recommends that the ITAC provide input on the RTP Work Plan**. The ITAC and their member agencies will participate in implementation of many of these work elements.

The next RTP and MTP will address SB375 requirements, including development of a Sustainable Community Strategy (SCS) (<u>Attachment 2: SCS Fact Sheet</u>) and syncing the adoption of the regional housing element (RHNA) with the adoption of the MTP. The next RTP is currently scheduled for adoption in November 2012; however, RTP adoption may be shifted until June 2013, pending approval from the Housing and Community Development Department to allow AMBAG to delay the next RHNA cycle.

2013 RTP Goals and Policies

One of the first steps for developing an RTP is to produce the policy element, which is included in the Santa Cruz County RTPs as a chapter of goals and policies. The goals and policies are used to prioritize projects included in the RTP's investment program and to provide input on

new developments and projects proposed for the region. The majority of goals and policies included in the 2010 RTP were developed a decade ago, as part of the 2001 RTP and before the adoption of SB375. SB375 requires that the regional transportation planning process be used to achieve reductions in greenhouse gas emissions through integrated land use, housing and transportation planning.

As approved by the RTC on March 3, 2011, the Sustainable Transportation and Access Rating System (STARS) will be used to develop a process and standards for basing the next RTP on sustainable outcomes (e.g. economic benefit, environmental benefit and access/mobility/health) and better address the requirements of SB375. The resulting STARS standards and sustainable outcomes can help frame the RTP policies focusing on sustainability. The focus on sustainability is intended to provide the RTC with tools to deal with future transportation challenges, provide more direction for addressing reduction of greenhouse gases (GhG) while at the same time assessing the impact of other transportation related issues, and meet the requirements of SB375. A summary of elements of the development process for STARS is attached (Attachment 3).

Furthermore, RTC staff also recommends that emphasis be paid to developing a more concise set of policies that effectively measure progress towards the identified goals and serve as a more functional resource document. Staff recommends that the ITAC provide input on the process for developing the 2013 RTP Goals and Policies as described in Attachment 1: 2013 RTP Work Plan – Item 2.

Significant Changes from the 2010 RTP

<u>SCS Consistency:</u> The SCS will be included as a fourth element of the MTP developed by AMBAG, and included in the RTP by reference. The SCS will build upon the Regional Blueprint recently prepared by AMBAG. The Regional Blueprint identifies priority growth areas that could be served by convenient transit services and where the number and length of automobile trips can be minimized.

Achieving consistency with the SCS will require that both the RTP policies and project list, when integrated with the SCS, reduce GhG to achieve the regional target of a 0% per capita increase in CO2 emission by 2020, and a 5% per capita decrease by 2035. The following will be combined to evaluate the ability of the transportation system to achieve this goal: the regional travel demand model (RTDM), a sensitivity analysis conducted by AMBAG, a Complete Streets Analysis of Priority Areas, and current research regarding different transportation strategies' effect on VMT and GhG (such as that described in Chapter 6 of the 2010 RTP).

The Complete Streets Analysis of Priority Areas is funded by a Sustainable Communities Planning Grant and is intended to evaluate the existing transportation network against the SCS. Assessing transportation infrastructure in priority areas will include an examination of intersections, interchanges, signal synchronization, location of transit stops, transit headways, street and road improvements, pedestrian facilities, bicycle lanes and parking, automobile parking facilities and multi modal street alignment. The Complete Streets Analysis will be conducted in coordination with local jurisdictions' public works and planning departments vis-àvis the RTC's Interagency Technical Advisory Committee (ITAC). This work is anticipated to take place the summer or fall of 2011.

<u>Other:</u> Other major tasks include updating the performance measures to reflect currently available data and to support updated goals and policies, updating the financial projections to take into account new economic trends, changes to transportation programs, and projects by year of expenditure, and updating project lists and project costs. In addition, RTC will be working with AMBAG to address SB375 requirements in addition to those related to the SCS development, such as additional consultation and public participation requirements, and transparency of the regional travel demand model assumptions, inputs and outputs. The updated Draft Public Participation Plan is a separate item on this agenda.

Key Inputs to the RTP

The 2013 RTP will have greater emphasis than past plans on integrating land use and transportation, incorporating recently completed planning efforts and data sources, and discussing emerging issues, such as, but not limited to, an aging population, constrained transportation funding, and greenhouse gas (GhG) effects. Some of the efforts and data sources that are anticipated to be available for the 2013 RTP update include the 2010 Census, the American Community Survey, the Public Participation Plan, and Regional Blueprint. The Regional Travel Demand Model with the most recent adjustments will also be used in the development of the 2013 RTP. Due to the timing of some related planning and data collection efforts, the RTP may not include their results; however, any planning and data collection efforts not included in the 2013 RTP can be used for future RTP updates.

Staff recommends that the ITAC inform staff of any specific information, such as studies, data, and planning efforts that should be considered as part of development of the next RTP.

General Timeline, assuming November 2012 adoption

Trailer 2011 Work Flair and Frocess for Goal & Folicy Developmen	March 2011	Work Plan and	Process for 0	Goal & Polic	zy Development
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Spring 2011 Preliminary Draft Goals & Policies/Performance Measures/Financial

Projections

Summer 2011 Solicit New Projects & Project Updates
Early 2012 Draft Project Lists/SCS/Financial Projections

Summer 2012 Draft EIR/RTP/SCS Fall 2012 Final EIR/RTP/SCS

SUMMARY

The RTC will be updating the Regional Transportation Plan to be consistent with the SB375-mandated Sustainable Community Strategy (SCS). The next RTP is currently planned for adoption in November 2012 but may be adopted in June 2013. The RTP will provide a transportation plan for the region through 2035. Staff recommends that the ITAC provide input on the development of the next RTP, including the process for developing the goals and policies.

Attachments:

- 1. RTP Work Plan
- 2. Sustainable Communities Strategy Fact Sheet
- 3. STARS-Plan Process

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Next Regional Transportation Plan Work Plan

- 1. Coordination with Partner Agencies
 - a. Review work program with RTC and RTC committees.
- 2. Develop Goals and Policies
 - a. Identify Sustainability as the RTP focus
 - b. Evaluate issues with respect to sustainability
 - c. Hold a Sustainability Workshop
 - d. Using STARS Identify outcomes that measures the RTP's ability for short-term and long-term sustainability
 - e. Incorporate California Transportation Commission 2010 RTP Guidelines, as appropriate
 - f. Incorporate SB375 requirements, as needed
 - g. Confirm consistency with SCS Policies
 - h. Review goals and policies with RTC, RTC committees, and the public
 - i. Identify recommend changes to goals and policies based on input received
 - j. Adopt draft goals and policies and forward to AMBAG and EIR Consultant
- 3. Public Outreach and Involvement
 - a. Develop Public Participation Plan (PPP) that meets federal transportation bill requirements and SB375
 - b. Develop outreach materials for RTP including fact sheet, webpage, survey and/or interactive website, and maintain throughout RTP development
 - c. Hold two public workshops for input on goals and policies
 - d. Attend local and regional community events and meetings
 - e. Work with AMBAG to conduct required SB375 input and consultation with local elected officials and school districts
 - f. Analyze feedback and respond to comments received
- 4. Incorporate Key Inputs
 - a. Review and incorporate new and updated transportation and related studies, where appropriate
 - b. Update previously collected data, as needed
 - c. Initiate new data collection, as needed
- 5. Sustainable Community Strategies (SCS) and Alternative Planning Strategy (APS), if needed
 - a. Review and analyze land use and transportation interactions effect on VMT
 - b. Identify "High Quality Transit Corridors" for SCS
 - c. Work with AMBAG to develop SCS and APS, if needed
 - d. Support AMBAG in holding local elected official workshops regarding SCS
 - e. Complete Streets Analysis and Guideline Development for project evaluation and SCS consistency determination
 - f. Review draft SCS produced by AMBAG
 - g. Ensure project lists and policies are consistent with SCS

- 6. Model Transparency/Vehicle Miles Traveled/GhG Analysis
 - a. Support transparency of Regional Transportation Demand Model (RTDM) data and assumptions
 - b. Present RTDM data and assumptions to RTC and RTC committees, as requested
 - c. Document assumptions behind VMT and GhG Analysis
 - d. Discuss California Air Resource Board Targets

7. Develop Constrained and Unconstrained Project Lists

- a. Conduct needs assessment (Complete Streets, Regional Needs, Network Gaps)
- b. Solicit project ideas from local jurisdictions and public
- c. Estimate project costs
- d. Assign projects to five year time frames included in plan.
- e. Evaluate projects for consistency with goals and policies, SCS, and local plans
- f. Evaluate projects with respect to financial projections
- g. Create Constrained and Unconstrained Project Lists
- h. Map projects
- i. Review project list with RTC and RTC Committees

8. Update Revenue and Cost Projections for Projects and Services

- a. Identify funding sources available (dedicated and discretionary)
- b. Identify new funding options
- c. Explain funding assumptions
- d. Review funding projections and assumptions with RTC and RTC committees
- e. Escalate project and services costs to expected year of delivery

9. Update Performance Measures for RTP

- a. Review current best practices for transportation system performance indicators
- b. Align performance measures with goals and policies
- c. Identify data needs and tools to support effective performance measurement
- d. Collect available and update data with most recently available figures
- e. Document constraints in collecting data, if applicable

10. Environmental Impact Report (EIR) Preparation

- a. Determine relationship of MTP EIR to RTP EIR and SCS
- b. Agreement with AMBAG for EIR
- c. Hold EIR scoping meeting
- d. If joint EIR, review notice of preparation (NOP) for EIR, review draft EIR
- e. If not then: Conduct request for proposals (RFP) and select Environmental Review Consultant, Circulate Notice of Preparation for EIR, Draft and Final EIR preparation

11. Produce Draft RTP

- a. Develop Document Outline
- b. Ensure consistency with other local and regional plans
- c. Draft text and ensure state and federal requirements are addressed
- d. Release draft
- e. Identify recommended changes for Final
- f. Prepare Final RTP

12. RTP and EIR Distribution

- a. Update distribution lists
- b. Send notice of availability to interested parties
- c. Focus on electronic distribution (web, email, cd)
- d. Provide a 45 day review period
- e. Review with RTC and RTC Committees
- f. Hold public hearing
- g. Receive comments

13. RTP and EIR Document Release

- a. Release Draft RTP/EIR for public comment
- b. Prepare Draft Final RTP and present Final EIR
- c. Final RTP/EIR Adoption

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The Association of Monterey Bay Area Governments will adopt the region's first **Sustainable Communities Strategy** in 2013

What is the Sustainable Communities Strategy?

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations in California to reduce per capita vehicle miles traveled and related greenhouse gases for their respective regions through a coordinated land use and transportation plan called the Sustainable Communities **Strategy**, or **SCS**. The SCS will comprise a new chapter in and help shape each region's long range transportation plan.

Under SB 375, the SCS must identify a regional development pattern and transportation system that can meet the regional greenhouse gas (GHG) targets from the automobile and light truck sectors for 2020 and 2035.

Pursuant to statute, the California Air Resources Board adopted targets for each of the 18 MPOs across the state. Based upon the recommendation issued by the AMBAG Board of Directors, CARB adopted the following targets for the Monterey Bay Area in September of 2010:

2020: 0% increase from 2005 per capita GHG emissions 2035: 5% reduction from 2005 per capita GHG emissions

As the Metropolitan Planning Organization for the Monterey Bay Area, AMBAG will adopt the SCS as part of its long range transportation plan known as the Metropolitan Transportation Plan (MTP).

When will AMBAG adopt the SCS?

AMBAG will adopt the SCS when it adopts the MTP in 2013, pending Board approval.

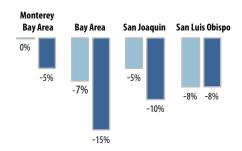
What will the SCS actually consist of?

The Sustainable Communities Strategy will be a chapter of the MTP and will also be integrated throughout the plan. It will include but not be limited to policies, tables, maps, graphs, and illustrations that will help to identify the following:

- The general location of uses, residential densities, and building intensities within the region
- Areas within the region sufficient to house all the population of the region
- A transportation network to service the transportation needs of the region
- A forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will achieve the GHG targets

Fig. 1 Monterey Bay Area GHG Targets, 2020 and 2035 Percent Reduction from 2005 Levels

Source: CA Air Resources Board, September of 2010



The Blueprint and the SCS

In late 2010, AMBAG released a draft document entitled Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure, commonly referred to as "The Blueprint." The "Sustainable Growth Patterns" scenario identified in the Blueprint presents a vision for how the region might start to achieve the greenhouse gas targets issued by CARB.

While the Sustainable Growth Patterns scenario shows a noteworthy improvement from the forecasted "Current Growth Patterns" - a 1% increase from 2005 per capita GHG levels versus a 13% increase - it falls short of the GHG targets for the Monterey Bay Area. Further analysis and collaborative planning across the region will be necessary to show how the Monterey Bay Area can achieve the GHG targets of a 0% reduction from 2005 per capita GHG levels by 2020 and 5% reduction by 2035.

Fig. 2 Per Capita GHG Emissions (daily pounds) Blueprint Scenarios vs 2035 GHG Target

Source: CARB 2010, AMBAG RTDM, "Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure"



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As a key component to the Metropolitan Transportation Plan, the **Sustainable Communities Strategy** must identify a regional development pattern and transportation system that can meet the regional GHG targets.

How does the SCS and SB 375 change how we already do things?

While there are a host of new changes introduced by SB 375, at its core this legislation sets forth new consistency requirements between transportation planning processes and housing planning processes.

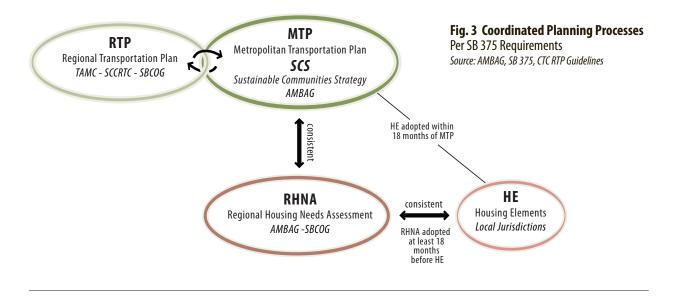
More specifically, the regional housing needs allocation (RHNA) must be consistent with the SCS development pattern, while local Housing Elements are required to be adopted within 18 months of the MTP, which contains the SCS. Furthermore, the SCS will shape the MTP and RTP planning process, including the selection and funding of transportation projects.

For the Monterey Bay Area, these requirements necessitate extensive coordination between three regional transportation planning agencies, two major transit agencies, 21 local jurisdictions, two councils of government and AMBAG, the

region's metropolitan planning organization (see Figure 3).

As the Council of Governments for Santa Cruz County and Monterey County, AMBAG holds responsibility for one of the two RHNAs for our region. San Benito Council of Governments issues the RHNA determination for San Benito County and cities within. The region's three Regional Transportation Planning Agencies - Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, and San Benito Council of Governments - produce countywide Regional Transportation Plans, which shape the MTP for the Monterey Bay Area.

Coordinating the planning processes across the region will require active participation of each of these agencies.



What opportunities are available to get involved with the SCS?

Planning for the SCS has begun. AMBAG will be hosting multiple opportunities for the public, elected officials, and partner agencies to get involved. Senate Bill 375 requires AMBAG to hold at least three public workshops, up to six workshops

for elected officials, and three public hearings on the SCS. Furthermore, AMBAG will be providing funding assistance to local jurisdictions, transportation and transit agencies to assist with the development of the SCS.



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For more information or for general inquiries, visit our website at www.ambag.org or contact us at info@ambag.org.

Step 1: Develop required elements: outcomes (goals) and process.

- Develop the "Outcomes" and "Process" credits and standards to base the RTP on three sustainability outcomes, e.g. Economic Benefit, Environmental Benefit and Access/Mobility & Health;
- A framework like this could help staff bring commissioners and other stakeholders a set of
 inspirational sustainability outcomes that organizes policies and projects in a way that opens
 the door to more sustainable strategies than might otherwise be considered;
- Framing the RTP policies and projects around inspirational, sustainable outcomes could bring a broader range of the community together and generate a higher level of public support for funding the policies, programs and projects that support sustainability outcomes;
- Upon completing step 1 the agency would have a process and framework more focused on sustainable outcomes than using current practice
- Step 1 could be developed in 60-90 days. The Sustainable Transportation Council would create a Plan Advisory Committee with Oregon, California and national members providing guidance and a professional consultant developing the product at a below-market rate; Estimated cost is \$25,000.

Step 2: Develop the optional credits (e.g. strategy evaluation), analytic tools and guidance.

- Develop the optional evaluation credits, performance metrics, policies, strategies and project characteristics likely to lead to the sustainability outcomes developed in Step 1;
- Identify the methodologies to analyze projects and programs and to score project applications;
- Quantify the sustainability benefits of maintaining the existing system (road, bike/ped and transit);
- Develop recommendations to deal with limited data availability.
- Step 2 is ~ a 120 day task. Estimated cost is \$90,000

Step 3: Evaluation and certification.

- Apply the analytic tools and guidance developed in step 2 to a range of projects, policies and programs identified by the agency in the plan;
- Produce and analyze alternative packages;
- Develop certification standards based on the outcomes, process and tools in steps 1 and 2 to certify the RTP.
- This is ~ a 120 day task. Estimated cost is \$15,000

Both steps 2 and 3 would also be overseen by a national advisory committee. For each step I believe that the City of Portland will continue to donate my time and that national consulting firms will work at "half bono" rates.

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STARS- Plan Structure & Characteristics

February 16, 2011

Scale

- Transportation System Plans
- Regional Transportation Plans
- Not modal plans or STIP, though the projected performance of projects using STARS-Project could be compared in STIP

Outcomes (required): Measurably increase sustainability in short and long-term

- Increase Access & Improve Health (with explicit equity outcomes)
- Increase Local Economic Benefit (with explicit equity outcomes)
- Reduce Greenhouse gas emissions, fossil fuel energy use and improve water quality and adjacent habitat
- These are comparable and consistent with the three key outcomes in STARS-Project

Process (Required or optional? TBD in Step 1)

- Educate about sustainability and sustainable transportation
- Engage decision-makers with staff and public
- Engage wider range of potential beneficiaries and impacted people
- Encourage collaboration with adjacent jurisdictions

Strategies (recommended, but not required)

- Optional credits that reward evaluation of wide range of strategies, including land use and behavior/demand management
- Optional suggested strategies in the credits

Methodologies & Assumptions

- Transparency required
- Methodologies recommended, but not required, and verified by Sustainable Transportation Council for reasonability and credibility

Innovation

- Explicit Innovation credits
- Flexibility to use new strategies and methodologies

Rewards

- Certification at evaluation, implementation and performance levels
- Point system rewards extraordinary performance

Options

- Simpler Just report projected outcomes for access & health, economics and environment.
- Stronger Require a wider range of alternatives be analyzed (e.g. Transportation Management Plans for larger new developments, parking management strategies, road and/or parking pricing)

AGENDA: March 17, 2011

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi and Karena Pushnik, Transportation Planners

RE: Draft Monterey Bay Area Public Participation Plan

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide comments on the Monterey Bay Area Public Participation Plan, share information on successful strategies to involve the public in planning and project selection efforts, and provide any suggestions for expanding public involvement in development of the next Regional Transportation Plan.

BACKGROUND

As the agency designated as the federal Metropolitan Planning Organization (MPO) for the tricounty region of Santa Cruz, Monterey, and San Benito Counties, the Association of Monterey Bay Area Governments (AMBAG) is required to produce a Public Participation Plan for the Monterey Bay region. The plan was first developed in 2008 to comply with the Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU). The Public Participation Plan contains the procedures, strategies and techniques used for public involvement in programs utilizing federal transportation funds, including those utilized by the Regional Transportation Commission (RTC) and Santa Cruz Metropolitan Transit District (SC Metro).

DISCUSSION

Prior to beginning the update to the SB 375-compliant Metropolitan Transportation Plan (MTP), AMBAG must update the Public Participation Plan (PPP) in order to incorporate specific strategies related to the Sustainable Communities Strategy (SCS), pursuant to state statute. The requirements include broader involvement and collaboration with land use planners and decision makers from all the local jurisdictions within the region.

AMBAG has been working with the Santa Cruz County Regional Transportation Commission (RTC) and other transportation agencies in the region to update the PPP document and make it more useful for transportation decision making in the Monterey Bay Area. The draft Monterey Bay Area Public Participation Plan update was released for a 45-day public review period on February 9th, 2011. Comments on the draft Plan are due to AMBAG by 5:00 p.m. on March 30, 2011.

There are 6 principles guiding the Public Participation Plan:

Valuing public participation and promoting broad-based involvement by members of the

community

- Providing varied opportunities for public review and input
- Treating all members of the public fairly, and respecting and considering all public input as an important component of the planning and participation process
- Promoting a culture of dialogue and partnership among residents, property owners, the business community, organizations, other interested citizens and public officials
- Involving existing community groups and organizations, as feasible
- Encouraging active participation in the initial stages of the process, as well as throughout the process
- Providing communications and agency reports that are clear, timely and broadly distributed

Key sections of the document are provided in <u>Attachment 1</u>. The entire plan is available online at: http://www.ambag.org/programs/met_transp_plann/reports/draft_PPP%20update.pdf.

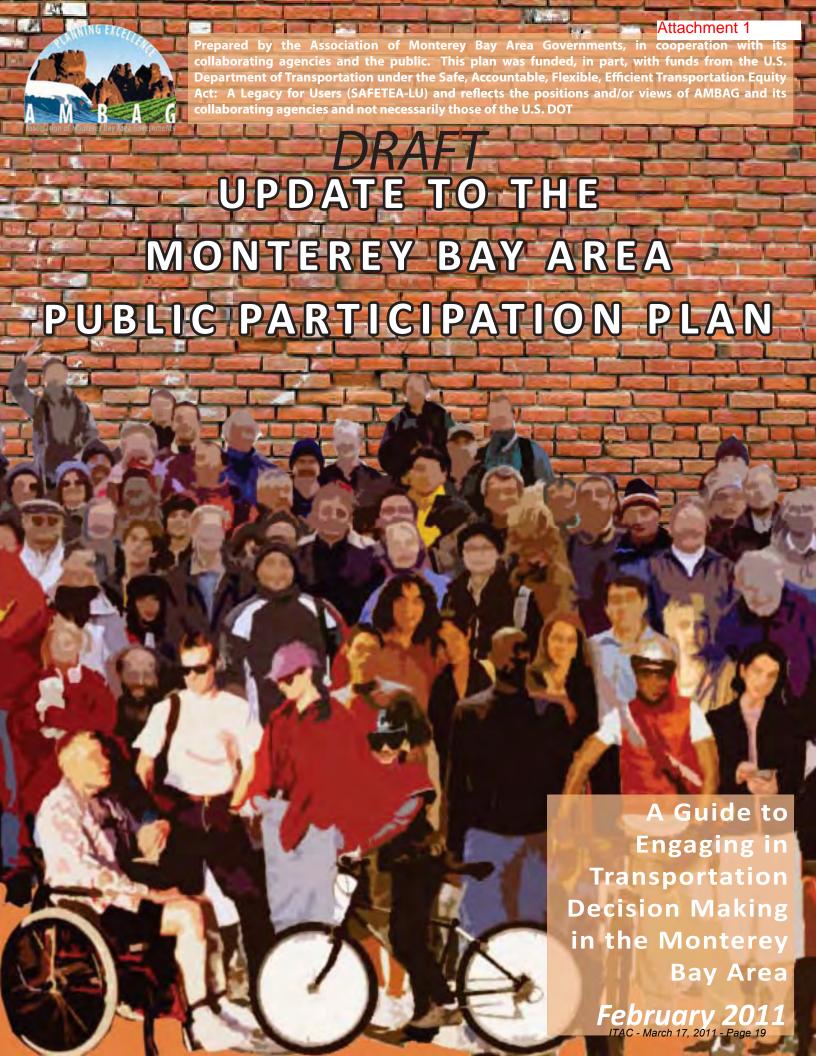
Staff recommends that the ITAC review the Public Participation Plan, specifically the outreach strategies currently in use and potential new strategies as outlined in Chapter 5 and the matrix of current participation practices used by the RTC contained in Appendix A of the Plan (<u>Attachment 1</u>). Staff also recommends that ITAC members share information on successful strategies to involve the public in planning and project selection efforts and provide any suggestions for expanding public involvement in development of the next Regional Transportation Plan.

SUMMARY

In coordination with the RTC and other transportation agencies in the region, AMBAG has updated its Public Participation Plan for transportation programs in the Monterey Bay Area. Staff recommends that the ITAC review and comment on the draft plan. Comments are due by 5:00 pm on March 30, 2011.

Attachment 1: Excerpts from the Draft Monterey Bay Area Public Participation Plan

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5. Procedures & Strategies for Continued Consultation & Coordination

Providing public access to and participation in the planning processes of the Monterey Bay region is a responsibility shared between Caltrans, AMBAG, Council of San Benito County Governments (San Benito COG), Santa Cruz County Regional Transportation Commission (RTC), Transportation Agency for Monterey County (TAMC), Monterey-Salinas Transit (MST), San Benito County Local Transportation Authority, and Santa Cruz Metropolitan Transit District (SCMTD).

Each partner agency solicits public input to its planning, policy, and programming processes. Various methods are used to engage stakeholders, and provide affected agencies and interested parties with timely information and opportunities to participate in the transportation planning process.

Each federally funded transportation program or project conducted by a partner agency must have a specified public participation process that defines the avenues for reasonable involvement in the metropolitan transportation planning process.

The following slate of procedures and strategies represents a compilation of the public participation efforts and opportunities offered to residents in the Monterey Bay region. These procedures and strategies also provide guidance for realizing the desired outcome of a robust and informed level of broad-based citizen involvement in the development and implementation of plans, programs and projects in the region.

Additional information for how to engage in public participation opportunities for each county are summarized in Appendix A.

Required Procedures and Methods for Public Participation (based on state and federal laws)

The eight required public participation activities each transportation program must include are:

- 1. Define Purpose & Identify Stakeholders
- 2. Consultation & Coordination with Other Agencies
- 3. Consultation with Interested Parties (Boards of Directors & Advisory Committees)
- 4. Public Notice, Public Hearings, Comment Periods (utilizes the Brown Act)
- 5. Use of Media & Informational Materials, and Visualization Techniques
- 6. Encourage Bilingual Participation
- 7. Respond to Public Input
- 8. Distribution of Final Documents

These activities are further explained in the following text, followed by a special section pertaining to new requirements for the MTP/SCS development pursuant to SB 375.

1. Define Purpose & Identify Stakeholders

Prior to initiating public outreach on transportation plans, programs and projects, each partner agencies defines the purpose, objectives and stakeholders for public involvement. Individuals and groups that have an interest in transportation decisions may include, but are not limited to:

- Landowners
- Neighborhood and community groups
- · Environmental advocates
- Affordable housing advocates
- Transportation advocates
- Home builder representatives
- Broad-based business organizations
- · Commercial property interests

These groups can be represented through direct outreach, advisory committees, or other methods described in the following text. The partner agencies recognize that the public expects a clear understanding of their involvement and purpose throughout the transportation planning process.







2. Consultation & Coordination with Other Agencies

The public involvement processes of the partner agencies are coordinated with federal, state and local agencies and outreach processes to enhance public involvement in the issues, plans and programs. Appropriate consultation is undertaken with agencies and officials responsible for other planning activities within the region, as well as state and federal resource management agencies. These agencies include but are not limited to:

- State & Federal Resource Agencies (water, fish & game, Coastal Commission, etc.)
- Local Tribal Governments
- Housing & Economic Development Agencies
- · Airport Operations
- Goods Movement

Transportation Plan and Sustainable Communities Strategy Coordination Group

The Monterey Bay region partner agencies participate in regular coordination group meetings to discuss preparation of transportation plan updates, policy issues and coordinate development of the Sustainable Communities Strategy for the region that is required by Senate Bill 375.

California Environmental Quality Act Consultation

The public participation process defined by the California Environmental Quality Act (CEQA) for environmental documents prepared for transportation plans and projects serves as the primary means for consultation to occur with federal, state and local resource management agencies.

3. Consultation with Interested Parties (Boards of Directors & Advisory Committees)

Each of the seven partner agencies holds regularly scheduled meetings that are open to the public and noticed per Brown Act requirements. General meeting notices, agendas and materials are posted at agency offices

at least 72 hours before regular meetings and 24 hours before special meetings. Board meeting and some standing committee meeting notices are posted on agency websites. Some special meetings or hearings are also published in general circulation newspapers. Agendas and materials are published and made available in advance of meetings by regular mail, email or by links to the host agency website. Agendas are also posted at the offices of the partner agencies. Staff reports and studies are made available for examination at the offices of the partner agencies and local public libraries and are made available on request, sometimes at the cost of reproduction and mailing. The agenda of each meeting provides an opportunity for members of the general public to provide comment to the Board concerning matters within the agency's purview.

In addition, public input to the transportation planning and programming process can include notification and early solicitation through each of the agency's standing advisory committees and through project sponsors (i.e. city councils and city committees). Under the region's Transportation Memorandum of Understanding, AMBAG and the region's two public transit operators, also use the RTPA advisory committees to notify and solicit input on their planning and programming process. AMBAG passes through federal planning funds to both RTC and TAMC for their work on planning analysis and funding decisions incorporated in AMBAG's metropolitan transportation planning responsibilities, including maintaining these advisory committees. All the standing advisory committees described below must meet the Brown Act public involvement and participation requests.

Technical Advisory Committees (TACs)

Each of the three Regional Transportation Planning Agencies (RTPAs) appoints a Technical Advisory Committee (TAC) which meets regularly to help guide the technical development of transportation planning, project selection and programming in the region. The TAC members are usually planners and engineers representing affected agencies and jurisdictions in each county. Additional

agency representation on these committees includes some combination of the following: transit operators, regional agencies, Transportation Management Agencies, educational institutions, and redevelopment agencies. Recommendations of each committee are forwarded to the respective Board.

Social Service Transportation Advisory Councils (SSTACs)

As required by state stature, each Regional Transportation Planning Agency appoints a Social Services Transportation Advisory Council (SSTAC) to advise the agencies on specialized transportation and unmet transit needs. Candidates are recruited from a broad representation of social services, transportation providers, and the general public representing the elderly, the disabled, and persons of limited means. With respect to unmet transit needs, state law requires an annual unmet needs public hearing if Local Transportation Funds are to be used for local road projects. In Monterey and San Benito Counties, the primary purpose of each committee is to ensure that there are no unmet transit needs which are reasonable to meet in areas which use Local Transportation Funds for purposes other than transit. Santa Cruz County does not divert any Local Transportation Funds to road projects, but regularly conducts unmet needs process to understand priority transportation needs for seniors, people with disabilities and low income individuals.

In addition to the unmet needs activities of the SSTACs, the three agencies' committees regularly review and comment on proposed planning documents and matters affecting the groups they represent. For instance, the public transit operators' on-going compliance in meeting the complementary paratransit goal provisions of the Americans with Disabilities Act is of interest to SSTAC members. As such, a transit operator representative will attend each SSTAC meeting to address complementary paratransit as well as other public transit issues of interest to the committee. SSTAC committee actions are reported to and considered by each Regional Transportation Planning Agency.

In Santa Cruz County, the Elderly and Disabled Transportation Advisory Committee (E&D TAC) serves as the Social Services Transportation Advisory Council. In addition to fulfilling the requirements of the SSTAC as required by California Code, the E&D TAC advises the RTC, the Santa Cruz Metropolitan Transit District, the Consolidated Transportation Services Agency, social service agencies and the local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs, and

projects for the elderly, disabled and persons of limited means populations.

In Monterey County, the Transportation Agency's Social Services Transportation Advisory Council and MST Mobility Advisory Committee advise the respective agencies on the transportation needs of the elderly, persons with disabilities and limited means populations. The Mobility Advisory Committee includes representatives from the County's social service providers and MST RIDES paratransit program customers. The committee serves as an advisory body to MST regarding the delivery of coordinated transportation and mobility management services provided through MST's Consolidated Transportation Services Agency.

The San Benito Council of Governments maintains its own SSTAC committee for the purposes described above.

Bicycle and Pedestrian Advisory Committees

RTC appoints a Bicycle Committee. Both TAMC and San Benito COG appoint a Bicycle and Pedestrian Facilities Advisory Committee. These committees either meet every one or two months to review, discuss and make recommendations on bicycle and pedestrian related projects, plans and programming. Recommendations of each committee are forwarded to the respective Board of Directors or member jurisdictions. These committees are composed of citizen volunteers. In Santa Cruz County, accessible pedestrian issues are discussed by the E&D TAC (see above 'Social Service Transportation Advisory Council').

Regional Rail Committee (RAC)

RTC has a Rail Acquisition Committee (RAC) which meets monthly or as needed, to pursue purchase of the Santa Cruz Branch Rail Line from Union Pacific and provide guidance to the RTC. The TAMC Rail Policy Committee meets monthly to advise the Agency on plans and issues associated with commuter and passenger rail services being developed in Monterey County.

Transit Citizens Advisory Committee

Each member of the Santa Cruz Metro Board of Directors appoints one person to the Santa Cruz Metro Advisory Committee (MAC) for a two-year appointment. MAC provides advice to Santa Cruz Metro's Board of Directors on matters of Santa Cruz Metro policy and operations referred to the Committee by the Board or Secretary/ General Manager and to perform such additional duties as

Figure 3. The Building Blocks of Transportation Planning & Public Input.

Key:

- 7 Public
- Committees
- Agencies & Staff
- Governing Boards (Decision Makers)

Final Plan (🛐)

- What: The Final Plan incorporates comments on the draft plan and is adopted by the governing board.
- Input: All board meetings are open to the public, per the Brown Act and there is always an opportunity to comment on items on the agenda, however substantive comments on the plan are more helpful when made earlier in the process.

Draft Plan (🚹 🗓 🚱 🛐)

- What: The draft plan combines the goals & policies, funding estimates, project lists and other relevant information into a cohesive short and long range transportation plan.
- <u>Input:</u> An extensive notification process is employed and a public hearing is held at this stage to solicit broad participation into the review of this plan.

- <u>What</u>: Generally, projects are initiated by the entity that will construct, operate and/or own it, however the public can also nominate projects. The project list is then prioritized and placed into two priority tiers: one called *Constrained* which consists of projects that are within the projected revenues and that are highest priority, and *Unconstrained* projects for which no funding source is projected within the planning timeframe
- <u>Input</u>: There is a high level of interest at this stage when decisions aboutwhich projects/programs will be included prioritized.

Funding Estimates (图⑤)

- <u>What:</u> Planning agencies estimate the amount of federal, state and local transportation funding available for the next 25 years based on historical data, current trends and/or state and federal actions.
- <u>Input</u>: Partner agencies are involved in identifying and agreeing to the revenue projections.

Goals & Policies (前覺餐會)

- <u>What</u>: Goals & Policies provide a consistency framework, and are used to determine project priorities.
- <u>Input:</u> This is a chance for the public to participate in in establishing a regional vision, defining tools to guide progress towards achieving this vision, and by which the expenditure of the projected funding will be consistent.

assigned by the Board. MAC also may address issues which members or the public raise with respect to the quantity and quality of services provided by Santa Cruz Metro and meets on the third Wednesday of each month.

In Monterey County, the MST Mobility Advisory Committee fulfills this role.

Budget and Administration/Personnel Committee

In order to ensure efficient and effective operations, the RTC's Budget and Administration/Personnel Committee serves to review and monitor issues relating to the budget, work program, and other administrative functions of the RTC and makes recommendations to the RTC regarding such items. The Committee is also responsible for reviewing personnel matters and conducting the annual performance evaluation of the Executive Director. The Commission meets at least quarterly and more often as needed.

Traffic Operations System (TOS) Oversight Committee

RTC has a Traffic Operations System (TOS) Oversight Committee that includes representatives from Caltrans, the California Highway Patrol (CHP), local law enforcement, public works departments and the media. The purpose of the Committee is to identify opportunities to improve the efficiency and safety of the transportation system through implementing operational improvements including the integration of technology into the transportation's infrastructure to detect road conditions, inform motorists of potential hazards or delays and increase motorist's access to highway and emergency services using call boxes. In addition, the Committee identifies other strategies to improve operations such as deploying tow trucks during peak hours to remove hazards from the roadway. The Committee routinely reviews activations of the existing TOS system and responses to traffic incidents and discusses ways to improve communication among the various agencies and to enhance the existing TOS system. The Committee meets biannually and jointly with the Safe on 17 Task Force established by the CHP to discuss and develop safety improvements and programs for Highway 17.

San Benito COG Regional Transportation Plan Advisory Committee

San Benito COG established the Regional Transportation Plan Advisory Committee in (RTPAC) December 2010. It is a standing committee with members appointed by the COG Board of Directors. The purpose of the RTPAC is to review

Websites for Cooperating Agencies:		
AMBAG	www.ambag.org	
TAMC	www.tamcmonterey.org	
SBCOG	www.sanbenitocog.org	
RTC	www.sccrtc.org	
MST	www.mst.org	
SCMTD (Santa Cruz Metro)	www.scmtd.com	

and provide input on the development of San Benito COG's Regional Transportation Plan. The committee is made up of representatives of many community interests, including economic development, education, goods movement, public health, resource management, and underrepresented groups such as the elderly and disabled. The RTPAC meets quarterly with its meetings agendized and open to the public in accordance with the Brown Act.

Ad Hoc Committees

All the standing advisory committees, like those noted above, must meet the Brown Act public involvement and participation requests. In addition to these standing committees, the partner agencies may appoint special ad-hoc committees for specific programs/plans. Although ad-hoc committees do not necessarily have to meet the Brown Act public involvement requirements, they typically do because political leaders and the communities in the region have a strong commitment to the public participation process (CA Government Code § 54952(b)). Therefore, additional public input and involvement occurs through these special ad-hoc committees. Several examples of recent committees and/or task forces include:

- Forecast Technical Advisory Committee –
 Designated by the AMBAG Board of Directors to
 provide public agency staff technical input in the
 update of Regional Population, Employment and
 Housing Forecast
- Pedestrian Safety Work Group This subcommittee of the RTC's Elderly & Disabled Transportation Advisory Committee was formed to improve the safety and accessibility of pedestrian facilities in all







five jurisdictions of Santa Cruz County. The group has received a Caltrans Environmental Justice grant and has prioritized pedestrian improvements between activity centers and transit stops.

 Bicycle Legislation Subcommittee - This is one of many subcommittees of the RTC's Bicycle Committee which analyzes existing, new and potential legislation to determine it's impacts and benefits for local bicyclists.

4. Public Hearings

Public hearings are held prior to a decision point to gather comments for the public record, as well as input into the decision making process. The partner agencies hold public hearings prior to adoption of their major plans, programs and major service revisions (e.g. Metropolitan/Regional Transportation Plans, Transportation Improvement Programs, Short Range Transit Plans, Americans with Disabilities Act Complementary Paratransit Plans, Unmet Transit Needs, Transit Program of Projects, Service Revisions, etc.).

Santa Cruz Metro and MST hold public hearings when there is a service change greater than 25 percent, elimination of routes, fare changes, adoption of an ordinance, adoption of a resolution authorizing application for grant funding, adopting the annual budget, environmental documents, eminent domain resolutions, or short range transit plans. All Santa Cruz Metro public hearings are published as a legal notice in local newspapers. For adoption of an ordinance, a legal notice is published in both papers with notices posted at three public places, typically the transit centers.

In addition to the public hearings held above with respect to major plans and programs, AMBAG biennially holds a formal hearing to consider long-range plan assumptions and the long-range plan development process. For some agencies, public meetings are sometimes broadcast live on public access television. These meetings are generally rebroadcast, providing the public additional opportunities to view the proceedings.

Public Hearing Notices

The partner agencies publish legal notices of public hearings in newspapers of general circulation citing the time, date and place of the hearings. For transportation matters of particular interest to the Latino community, public hearing notices are translated and run in Spanish language newspapers or radio. For items of wide public interest, public display advertisements instead of legal notices may be used. Unless indicated otherwise, public hearing notices are made available at least seven days in advance of a hearing. The partner agencies accept prepared comments (oral, written and emailed) from the public during the period between the notice and hearing date; all such comments are made part of the public record.

Public Hearings

Public hearings are conducted by the respective Board of Directors of the regional planning and transit agencies in the Monterey Bay Area during their regular meetings or at special meetings scheduled to attract maximum community participation. Public hearings may also be conducted by each agency's standing committees. Meetings are held in facilities that are accessible to people with disabilities.

As part of a public hearing, the policy board will generally receive a report from agency staff prior to opening the meeting for comments from the public. The hearing will be concluded when all members of the public wishing to speak have provided comments. Agency staffs may be requested to respond to comments provided at the hearing prior to the policy board taking action with respect to the subject of the hearing.

Public Comment Period: The public comment period for adoption or revision of the Public Participation Plan, Transportation Plans, the Transportation Improvement Program and other key decision points must be "timely" and for the AMBAG region are as follows:

• Public Participation Plan: 45 Days

- Regional and Metropolitan Transportation Plans: 45
 Days
- Approval of Transportation Improvement Programs an other plans: 30 days
- Formal Amendments to the MTIP: 2 weeks

Amendment or Modification to draft Plans (MTP/MTIP/PPP) or projects: If a draft plans or projects differ significantly from the initial draft which was made available for public comment and raises new issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plans or other plans will be made available within schedule constraints. Minor changes in the draft plans or projects generally can be made after AMBAG/RTPAs/Transit Agencies has completed its public comment process without further opportunities for public involvement. AMBAG or respective agencies can define what is considered a minor change during the development of the public involvement process for the plan.

5. Use of Media & Informational Materials, and Visualization Techniques

Media notification is used by all the partner agencies to inform the public of upcoming decision points, decisions made and their potential ramifications regarding transportation planning, funding, project implementation and/or service provision. Media coverage can help deliver information regarding controversial issues or events. Projects should utilize at least one of the following methods to visualize the project and inform the public. The following information methods are employed in the Monterey Bay region:

• Web Sites – Each partner agency maintains a homepage on the internet that provides the public with information about the agency, its programs, and special projects. Project and program information - including reports, documents, plans, fact sheets, maps, graphs, charts and PowerPoint presentations - is posted on the web sites and made available to the public. Meeting notices and agendas/minutes for the agency, as well as their advisory committees, are also posted and available for downloading or review. TAMC also provides viewers the ability to watch their board meetings on demand on their website. Most of the partner agencies also have a "What's New" section on their web page to provide reviewing parties a quick way to read more about the latest developments. Agency websites also provide a forum for graphic materials that assist viewers in visualizing programs and projects.

- News Releases Partner agencies prepare and forward news releases to print and broadcast media of issues or events that affect the region, including proposed actions, notification of workshops, completion of major projects and legislative actions affecting the transportation planning and service providers. This is perhaps the most frequently used media outreach method. Board meeting highlights are also sent by one agency to media contacts as well as elected officials, advisory committees and a range of other interests in the county following each meeting.
- Articles in the weekly county business council distributions
- Press Conferences Partner agencies hold press conferences to focus press attention on newsworthy special events and occasions.
- Radio and Television RTC televises and rebroadcasts Board meetings on community access television. TAMC also offers televised broadcasts of Board meetings. Several agencies work with stations, special programs, and/or Public Access Media to interview and/or film special segments with the media to spread word regarding their agency and/or programs. For example, TAMC and RTC broadcast radio and television segments on current transportation issues, programs and projects.
- Newsletters or Brochures Partner agencies use newsletters and brochures to provide information on their transportation programs and particular project development. News releases are often sent via email to entities for inclusion in their electronic newsletters.
- Agency Reports Several partner agencies prepare and distribute an annual agency report sent to a broad range of their constituents and planning partners. These reports serve to communicate to the pubic the agency's accomplishments, revenue/ expenditures and future directions. Some agencies are now preparing and distributing fact sheets on various projects, programs and agency information. This is a way to provide the public with the most current information.
- Posters and Inserts Posters and inserts are used by the partner agencies to focus attention on a particular program. Direct transmission of oral or written materials to the media (Board Agendas, Reports, etc.)
- Project Flyers and Folders Several agencies develop and distribute information flyers and/or folders at public workshops, meetings, community events, and other significant events. In order to

reach out to a wider community many of the flyers and folders are printed in Spanish.

- Advertising Many of the partner agencies
 use advertising means, such as display ads in
 newspapers, outdoor advertisements on the sides of
 buses, "car cards" inside the buses, and posters on
 A-frames placed in high-travel corridors to capture
 people's attention.
- Electronic Social Media The regional planning agencies distribute information on plans, programs and projects through popular online social media such as Facebook and Twitter.

6. Bilingual Participation

The Monterey Bay region is home to a significant Spanish speaking population; therefore, the partner agencies employ a number of bilingual outreach methods to include participation of the Spanish speaking community. These methods could include:

- Publishing printed information regarding services, projects, programs and meetings in Spanish.
- Including the Spanish media in the distribution of news releases.
- Advertising public hearings, meetings, projects and programs in the Spanish print, radio and television media.
- Providing simultaneous translation services at meetings.
- Producing Spanish language website content.

7. Response to Public Input

Timely response to public input is important to encourage public participation and ensure that agencies communicate that public input is valued. Public inquiries receive a response providing available information or advise if information exists.

Responses to public input are made directly when public input level permits, or a consolidated response is prepared for specific issues if the volume of public comment does not allow individual responses. Written responses to public or agency input are reported to the respective policy Board for information. In some cases, as with the transportation plans and Transportation Improvement Program, when significant written and oral comments are received on the draft plan or program as a result of the public involvement process, a summary analysis and report on the disposition of comments is made and reported to the Board of Directors of the agency that received the comments or is approving the document.

8. Distribution of Final Documents

Final documents are available on agency websites and are distributed to affected agencies and jurisdictions and individuals that provided significant comments during the public input process. Members of the public can request a copy of final documents from the appropriate agency (some may require a fee to reproduce a document). Written materials provided to a partner agency board of directors can be made available for review upon request. Documents are also available for review on agency websites or agency libraries.

Senate Bill 375 and Sustainable Communities Strategy Outreach (5 new required activities)

In addition to the required methods for public participation employed to seek public input on plans, programs and projects in the Monterey Bay Area, AMBAG is required to undertake outreach defined in Senate Bill 375. This legislation requires that the transportation plans prepared by AMBAG be consistent with a Sustainable Communities Strategy for achieving greenhouse gas emissions targets approved by the California Air Resources Board for the region. The partner agencies will coordinate to undertake the specific outreach identified below to prepare the regional Sustainable Communities Strategy.

1. Consultation with Other Agencies

In addition to the required consultation and coordination activities, AMBAG will convene a Planning Director Forum to serve as an advisory body at key decision points in development of the Sustainable Communities Strategy.

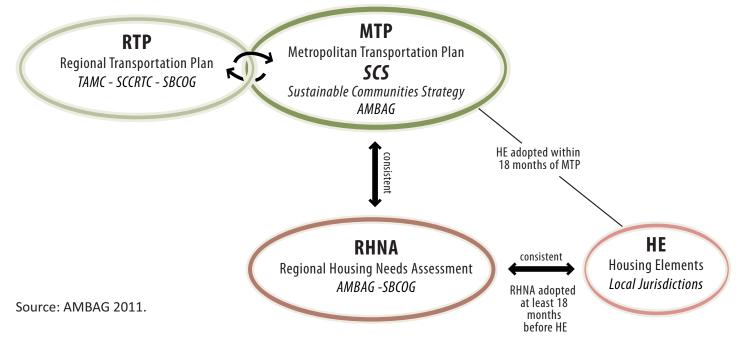
2. Visualization Techniques and Web Distribution of Information

AMBAG will utilize the internet to provide public resources for documents, graphic materials and public information related to development of the Sustainable Communities Strategy. Through the website will allow members of the public to submit a single request to receive notices, information and updates. Urban simulation computer modeling will be used to create visual representations of the different scenarios.

3. Sustainable Communities Strategy Public Workshops

Three public workshops will be convened throughout the three county Monterey Bay region to provide the public with an opportunity to participate in the development of

Figure 3. Relation between the RTP, MTP/SCS, RHNA and General Plan Housing Element Updates.



the Sustainable Communities Strategy and information and tools necessary to provide a clear understanding of the issues and policy choices. The workshops may include visual representations of the different scenarios developed through computer modeling. Public preferences on options for land use and transportation investments presented at the workshops will be considered and incorporated in the final strategy.

4. Elected Officials Workshops

Three workshops will be convened for elected officials in the Monterey Bay Region to discuss the Sustainable Communities Strategy, including the key land use and planning assumptions to the members of the board of supervisors and the city council members in each county and to solicit and consider their input and recommendations.

5. Public Hearings and Public Comment Period

A draft Sustainable Communities Strategy will be circulated for public review at least 55 days prior to approval of the document and the transportation plans developed consistent with the strategy. Three public hearings on the Draft Sustainable Communities Strategy will be held prior to adoption of the strategy and the Metropolitan Transportation Plan throughout the Monterey Bay region to maximize opportunities for public participation and consideration of the documents by elected officials.

The public outreach process for the Sustainable Communities Strategy may also employ optional methods

for public participation used by the region's partner planning agencies, described in the next section, *Optional Methods for Public Participation*.

Optional Methods for Public Participation

In addition to the required methods and procedures for engaging public participation, partner agencies in the Monterey Bay Region may utilize some or all of the following optional methods to seek public input on plans, programs, projects and the regional Sustainable Communities Strategy. Methods chosen will depend on the size of the project or the anticipated level of community interest expressed after the initial outreach purpose and list of stakeholders are identified.

Deliberative Polling

Deliberative Polling is engaging the public in meaningful deliberation on a specific issue that takes place through surveys and follow-up workshops. This method utilizes a scientific representative sampling approach that most general public participation methods do not achieve.

As part of the outreach and implementation strategies for the next update for the SCS/MTP, AMBAG has received grant funding to pursue a Deliberative Polling process.

If future grant opportunities exist, AMBAG would like to continue to engage in Deliberative Polling activities to continually engage the regional community in meaningful dialogue and deliberation on issues of regional importance.

Public Workshops and Public Meetings

The purpose of public workshops and public meetings is to present information and obtain input from the public, usually on specific issues, policies, programs, plans or projects. Such meetings are held throughout the planning process and are tailored to specific issues or geographic areas. The Brown Act governs the general conduct of all public meetings, including public workshops. For public workshops and meetings of particular interest to members of the community, email distributions of notices, agendas and materials are widely used. Also, display ads may be run in local newspapers.

Community Outreach Events & Strategies

Community activities are used to keep the public informed and interested in regional planning activities and goals. For example, several of the region's rideshare providers work with the Monterey Bay Unified Air Pollution Control District to promote the annual Rideshare Week and Clean Air Month. MST and rideshare agencies within the regional transportation agencies also attend community meetings, set up displays at Earth Day, at university/community college in-person registration periods, at transportation fairs at employers' work sites and job fairs, at community events like First Night, and sponsor related events like Bike to Work Day. Other community outreach strategies include:

- Working with community-based organizations to enhance outreach, either through direct contact or possibly through release of a request for proposals as funding allows.
- More outreach through community workshops
- Incorporating visualization techniques into planning and programming processes
- Outreach through faith-based communities
- Use of health services programs to combine outreach efforts
- Work with leadership groups in each county to educate a broader audience of community leaders about transportation issues.
- Targeting large employers and schools (i.e. agricultural industry, UCSC, County governments)
- Holding public hearings and/or focus group meetings outside work hours
- Locating meetings in facilities such as senior centers and similar facilities to bring the message to already established activity centers.

Other Activities

The partner agencies also use other public involvement methods as appropriate, including:

- Public Opinion Surveys Public opinion or attitude surveys are occasionally used to assess public attitudes or to obtain socioeconomic or demographic information for specific purposes. Electronic deliberative polling may be employed at meetings to provide instant feedback from the public regarding opinions and attitudes to proposed plans, policies and projects.
- Stakeholder Groups Meetings In the development of special studies, partner agencies may hold meetings with affected stakeholders to gain their perspective and insights on the study subject.
- Open Houses In an open house, one-to-one exchanges between the public and policy makers and/or staff are facilitated in an informal setting. Members of the public ask questions, express concerns, react to proposed plans and policies and make suggestions.
- Conferences Some partner agencies have hosted conferences on transportation issues for educational purposes, soliciting media coverage, and/or soliciting input on specific funding topics.
- Speaker's Bureau Designed to have people on staff able to visit various community and interest groups, several agencies employ this method to discuss their agency, its purpose, and upcoming projects/ programs/issues.
- Expert Panels Individuals with specific expertise, with or without a stake in the outcome of the process, are invited to sit on expert panels to provide advice to staff on policy and technical issues in an informal, roundtable setting.
- Focus Groups One agency conducts periodic Focus
 Groups to determine detailed public opinion on
 transportation topics in the county or reports written
 by the agency and transportation in the county.
- Ribbon Cuttings & Ground Breakings Some agencies hold ceremonies to commemorate the opening of a new project or the beginning of construction. This provides a great opportunity to demonstrate to the public agency accomplishments.

Additional Strategies to Increase Involvement

After reviewing their own public participation methods and strategies, the partner agencies evaluated what they believe works best for them. Although the listing at the beginning of this section provides a summary of the procedures and methods currently used by the partner agencies to provide information on their transportation planning processes in the region, each of these methods has varying levels of success, depending on the agency and its constituents. Some of the methods the partner agencies felt were particularly successful in eliciting public participation into the transportation arena were:

- Agency web sites and web postings;
- Extensive email distribution lists;
- Flyers/inserts in paychecks;
- Collaborative outreach with other agencies;
- Surveys;
- Targeted focus group or community meetings; and
- Interviews on community TV and/or radio.

In addition to these particularly successful methods, the partner agencies provided input on what they believe would more successful to reach the broadest audience to both provide information and solicit feedback on their programs. The below list incorporates those methods the agencies will work to incorporate into their transportation planning, programming and service delivery projects.

Engagement of Low-income, Communities of Color, and Non-English speakers

- Increased publication of information in Spanish and other languages as necessary
- Establish special bilingual committees
- Increase outreach to Spanish-language media
- Assess of what is needed to expand cultural diversity at meetings

Marketing Strategies

- On-line publication and web-based comment of plans/programs, including increased use of photography and graphics
- Increased emphasis on public access television and radio
- Coordinated media stories between partner agencies and media outlets
- Prepare weekly or monthly transportation column in local newspapers

- Develop public service announcements for distribution
- Write articles for company newsletters and special interest publications
- Target marketing/notices highlighting how planning documents may impact them
- Broadcast hearings on the internet or use webcasts
- Distribute electronic neighborhood newsletters
- Use newspaper articles and active communication with published news sources
- "Word of mouth" is most effective, through direct phone calls and simple messages
- Use direct communication and website information

Contributing Agency Improved Coordination Strategies

- Better incorporation between transportation and land use programs and policies
- Establish special commissions/task forces to engage the public in a less formal setting on certain topics
- In order to involve other government agencies: notify especially smaller ones about what meetings are the highest priority to attend, especially if meetings are in the evening; combine with other topical meetings, rather than having a special meeting only for one transportation planning document
- Need to have thorough explanations of the proposals or project needs. Possibility have AMBAG look at projects that have had successful public participation and analyze what outreach methods worked best.

Feedback and Evaluation Strategies

- Constituent survey requesting feedback on their notification preferences
- Follow up contacts after the input is received assures participants that their efforts are meaningful.

These ideas are not an exclusive summary of what could be done in the Monterey Bay region, but a list of what the partner agencies believe could enhance outreach in the region. Since life is dynamic and so are the plans accompanying it, the Monterey Bay Region Public Participation Plan will be evaluated biennially to determine its effectiveness in meeting a full and open participation process in transportation planning, programming and service delivery need.

Public Participation Practices

Santa Cruz County Regional Transportation Commission (RTC)

website: www.sccrtc.org phone: 831 460-3200 fax: 831 460-3215 email: info@sccrtc.org

Item	Frequency	Web	Email
RTC Meetings/ Packets	1-2 times per month, second meeting in a workshop format	Posted 3-6 days prior to meeting	Notification sent to distribution list and interested parties (enews) when packet posted on web
RTC Actions	As needed for high profile program/project decisions	Press release posted	Notification to interested parties (enews), if appropriate
RTC Highlights	Following main monthly meeting	Posted days following meeting	Notification sent to all city councilmembers, transit district board members, media, chambers of commerce and RTC committee members
Public Hearings	As needed for high profile program/project decisions	Notice posted 1-2 weeks prior to hearing, materials posted with packet (at least 4 days prior)	Notification to interested parties (enews) and those who receive the RTC packets
Correspondence from the Public	Varies	Entry included in correspondence log posted with packets	If correspondence received via email, it is acknowleded via email.
RTC Committees	Every 1-2 months	Packets posted on web	Packets emailed, notification about packet availability emailed to interested parties (enews)
Approved RTC plans, documents and/or project information	As available (examples would be completed environmental analyses, RTPs, feasibility analyses, Traffic Monitoring Reports, etc)	Plans, documents, info posted on the web	Email to to interested parties (enews)
Social Media	Infrequent, greater use is planned in the future	post videos, as available	None
Language Assistance		New website will be fully accessible for disabled users and have Spanish translation options	

Mail	Media	Other	
Packet mailed to Commissioners and major libraries.	Main meeting is televised and rebroadcast on Community TV, media notified by email when packet is posted on web	Meetings are held throughout the County	
None generally	Press release distributed before and after RTC action (meeting)	Notification included in committee packtes as appropriate	
None	(see email)		
(see RTC packets)	Press release sent 1-2 weeks in advance, media advisory sent the day before if a public event, paid ads placed as appropriate 1-2 weeks in advance	Notification included in committee packets as appropriate, signs may also be placed on A-frame barracades on major thrroughfares.	
None	None	Correspondence addressing specific RTC projects may be included with that item in the RTC meeting packets.	
Packets mailed to committee members that request it	None, unless included in an important recommendation to the RTC		
Documents mailed to major libraries, if public comment is solicited	Press release sent out when document available with information about the public hearing, if one planned		
None	None		
Currently limited	Coordinate with Spanish language media, as appropriate.		

AGENDA: March 17, 2011

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Bicycle Licensing Ordinance Coordination

RECOMMENDATIONS

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

1. Receive information regarding current bicycle licensing ordinances, consider establishing uniform practices and work with appropriate agencies to implement changes.

BACKGROUND

The City of Santa Cruz recently considered a minor change to the jurisdiction's bicycle licensing ordinance specifying the exact location where the indicia should be placed. The City of Santa Cruz Council has not taken action on the recommendation from the city's police department.

The Bicycle Committee of the Regional Transportation Commission, at the February 15, 2011 meeting, received a report from one of its members regarding the City of Santa Cruz's ordinance change proposal and requested follow-up actions pertaining to bicycle licensing ordinances throughout the county.

DISCUSSION

The Bicycle Committee is concerned about the lack of uniformity among the local jurisdictions' bicycle licensing ordinances. <u>Attachment 1</u> contains information regarding locations where bicycle licenses may be purchased throughout the county, how expirations dates are established, and in which jurisdictions bicycle licenses are required.

Bicycle licenses are not uniformly required throughout the state of California. The CA Vehicle Code allows local authorities to enact mandatory bicycle licensing programs for bicycles used within that jurisdiction by ordinance. Some jurisdictions enact such ordinances and others do not. In Santa Cruz County, the following requirements apply:

Bicycle licenses not required

Unincorporated County City of Scotts Valley

Bicycles licenses required

City of Santa Cruz City of Capitola City of Watsonville

The lack of local uniformity in Santa Cruz County and the state creates confusion for bicycle riders who are not aware of these jurisdictional boundaries or variations in law. Confusion also exists around renewal dates (which are uniformly set for "January 1 of the third year following

the year of registration" for which no expiration notifications are sent. Additional considerations include the fact that 1) serial numbers (instead of registration numbers) are used for theft retrieval, making the registration number duplicative; and 2) the meager revenues generated through the bike licensing registration fees can only be used for purchasing the indicia and registration forms, making for no revenue impacts to any jurisdiction repealing the mandatory requirement. Attachment 2 is the letter sent from the Bicycle Committee to the City of Santa Cruz regarding its Bicycle License Ordinance.

The Bicycle Committee views mandatory bicycle licensing as running contrary to efforts to promote bicycling, bicycle events, and revenue generating rides and races, often supporting local charities. For many, mandatory licensing acts as a barrier to convenience and attractiveness of bicycling for transportation or recreation. More recently, many jurisdictions, including the Cities of San Jose, Santa Monica, Long Beach and Los Angeles have done away with mandatory bicycle licensing in efforts to create bicycle friendly environments and have switched to voluntary programs instead.

The Bicycle Committee requests that ITAC members representing local jurisdictions which currently require bicycle licenses (the Cities of Capitola, Santa Cruz and Watsonville) to work with their local officials to do away with mandatory bicycle licensing ordinances. Specifically, the Bicycle Committee requests that members of ITAC representing the Cities of Capitola, Santa Cruz and Watsonville pursue voluntary bicycle licensing in place of current mandatory programs.

SUMMARY

The Bicycle Committee requests that members of ITAC representing the Cities of Capitola, Santa Cruz and Watsonville pursue voluntary bicycle licensing in place of current mandatory programs.

Attachments:

- 1. Bicycle License Requirements and Locations for Santa Cruz County
- 2. Bicycle Committee letter to the City of Santa Cruz

Bicycle Licensing - Requirements and Locations (updated 1/11)

highlights denote jurisdiction where licenses are required

Jurisdiction	Cost	Location/Hours	Phone
City of Capitola	new: \$9	City of Capitola Police Department: 422 Capitola Ave; Capitola	(831) 475-4242
	renewal: \$6	Mon 12 pm - 5pm; Tues - Thurs 8 am - 5 pm; Fri 8 am -12 pm	
City of Santa Cruz	new: \$3	City Finance Dept: 809 Center St., Rm 101, Santa Cruz; Mon-Thurs 9 am-5 pm	(831) 420-5070
	renewal: \$3	Any Fire Department (no specific hours)	(831) 420-5280
City of Scotts Valley	free	Police Department Dispatch Center: 1 Civic Center Dr., Scotts Valley	(831) 438-2326
		Open 24 hours	
City of Watsonville	new: \$9	Police Department: 215 Union St., Records Division, Watsonville	(831) 768-3370
	renewal: \$9	Mon - Thurs 8 am - 6 pm	
UC Santa Cruz	free	Office of Physical Education, Recreation, and Sports; Mon - Frid 9 am-5 pm	(831) 459-2806
Unincorporated County	n/a	not available	

Where needed:

- Residence location of the operator does not matter; only riding location does. Similar to motor vehicle registration, the license is uniform throughout the state of California.
- Registration of bicycles is required in Santa Cruz County except in the City of Scotts Valley and in the unincoporated area.

Vehicle Code and local ordinance references:

- Bicycle licensing regulations are specified in the California Vehicle Code (sections 39001 and 39002): http://dmv.ca.gov/pubs/vctop/vc/tocd16_7.htm
- Local governments, through the municipal code, determine whether licenses are needed in order to operate bicycles in that jurisdiction.
- Local Ordinances: City of Capitola 10.44.010; City of Santa Cruz 10.68.110; City of Watsonville 4.1.05; UCSC Code #29

Renewal frequency:

- Bicycle licenses "shall be renewed uniformly throughout the state on January 1 of the third year following the year of registration". For example, if a license was purchased on Jan 1, 2010, renewal is required on Jan 1, 2013. If a license was purchased on July 20, 2010, renewal on Jan 1, 2013 is also required.

AGENDA: March 17, 2011

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: State Legislation Update

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide input on the list of state legislative bills the RTC is tracking (<u>Attachment 1</u>) and inform staff of any additional bills the RTC should be monitoring.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide its support and opposition of state and federal legislative or administrative actions. Working with its legislative assistants and transportation entities statewide, the RTC implements the RTC legislative program, monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

February 18, 2011 was the deadline for state legislators to introduce bills for consideration this year. Over 2000 bills were submitted. The RTC's state legislative assistant, JEA and Associates, has prepared the attached list of key transportation-related bills being considered by the California State Legislature this session that could impact transportation projects and programs in our region (Attachment 1). Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide input on the list of state legislative bills the RTC is tracking (Attachment 1), and inform staff of any additional bills the RTC should be monitoring.

The ITAC may also discuss any updates on the State Budget that may be available at the meeting.

SUMMARY

The RTC's State Legislative Assistants have prepared a list of transportation-related bills that have been introduced by the legislature.

Attachment: State Legislative Bill Track

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Santa Cruz County Regional Transportation Commission Legislative Bill Track: March 3, 2011

AB 31 (Beall D) Land use: high-speed rail: local master plan.

Last Amended: 2/14/2011

Status: 2/15/2011-Re-referred to Com. on L. GOV.

Summary:

(1) The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system. This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system. This bill contains other related provisions and other existing laws.

AB 49 (Gatto D) Development: expedited permit review.

Status: 1/24/2011-Referred to Coms. on L. GOV. and NAT. RES.

Calendar: 3/23/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair

Summary:

The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process. This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013. This bill contains other related provisions and other existing laws.

AB 133 (Galgiani D) High-speed rail.

Status: 2/3/2011-Referred to Com. on TRANS.

Summary:

Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the federal Consolidated Appropriations Act, 2010 provide funding for allocation nationally to high-speed rail and other related projects. This bill would require federal funds made available to the state for high-speed rail purposes under the above-referenced federal acts to be available, upon

appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the bond act.

AB 145 (Galgiani D) High-speed rail.

Status: 2/3/2011-Referred to Com. on TRANS.

Summary:

Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would enact other related provisions.

AB 147 (Dickinson D) Subdivisions.

Status: 2/3/2011-Referred to Com. on L. GOV.

Summary:

The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.

AB 286 (Berryhill, Bill R) Streets and highways.

Status: 2/9/2011-From printer. May be heard in committee March 11.

Summary:

Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway. This bill would make a technical, nonsubstantive change to those provisions.

AB 343 (Atkins D) Redevelopment plans: environmental goals.

Status: 3/3/2011-Referred to Coms. on H. & C.D. and L. GOV.

Summary:

The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight, as defined, in those communities and requires those agencies to prepare, or cause to be prepared, and approve a redevelopment plan for each project area. Existing law requires, among other things, that each redevelopment plan be consistent with the community's general plan. This bill would require each redevelopment plan to consider and identify strategies for how redevelopment projects will help attain the climate, air quality, and energy conservation goals or applicable regional greenhouse gas emission reduction targets. This bill contains other existing laws.

AB 345 (Atkins D) Vehicles: traffic control devices: consultation.

Location: 2/24/2011-A. TRANS.

Summary:

Existing law requires the Department of Transportation to consult with local agencies before adopting rules and regulations prescribing uniform standards and specifications for official traffic control devices. This bill would additionally require the department to consult with groups representing users of streets, roads, and highways, as defined.

AB 353 (Cedillo D) Freeway construction.

Location: 2/24/2011-A. TRANS.

Summary:

Existing law requires the Department of Transportation to enter into an agreement prior to any closure of a city street or county highway due to construction of a freeway with a city council or board of supervisors having jurisdiction. Existing law provides an exception to those provisions for a freeway segment within the jurisdiction of the Los Angeles County Metropolitan Transportation Authority, if specified requirements have been met, including that an agreement with one or more counties and cities is not possible because an impasse has existed for 10 or more years after an initial route was adopted. Existing law requires the department to prepare an environmental impact report and establish an outreach program, as specified, for any freeway constructed pursuant to this exception. This bill would repeal these provisions establishing an exception for a freeway segment to be constructed without an agreement within the jurisdiction of the Los Angeles County Metropolitan Transportation Authority.

AB 356 (Hill D) Public works projects: local hiring policies.

Status: 2/24/2011-Referred to Coms. on B., P. & C.P. and L. GOV.

Summary:

Existing law authorizes state agencies to enter into public works projects, as defined, and imposes various requirements with respect to the contracting and bidding process. This bill would exempt any public works project that is funded, in whole or in part, with state funds from a policy imposed by a local agency that mandates that any portion or percentage of project work hours be performed by local residents. This bill contains other related provisions.

AB 381 (Alejo D) Department of Transportation.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary:

Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency. This bill would make a nonsubstantive, grammatical change to that provision.

AB 426 (Lowenthal, Bonnie D) Transit fare evasion.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary

Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person cited under the ordinance shall be afforded an opportunity to complete the administrative process under the circumstances set forth in the ordinance. This bill contains other related provisions and other existing laws.

AB 427 (John A. Pérez D) Transportation bond funds: transit system safety.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency to administer a grant application and award program. This bill would make nonsubstantive changes to these provisions.

AB 485 (Ma D) Local planning: transit village development districts.

Status: 3/3/2011-Referred to Com. on L. GOV.

Summary:

The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the

issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.

AB 567 (Valadao R) Transportation funds: capital improvement projects.

Status: 2/17/2011-From printer. May be heard in committee March 19.

Summary:

Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified. This bill would make nonsubstantive changes to these provisions.

AB 605 (Dickinson D) Environmental quality: California Environmental Quality Act: transportation impacts. Status: 3/3/2011-Referred to Com. on NAT. RES.

Summary

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 638 (Skinner D) Fuel resources: State Energy Resources Conservation and Development Commission. Status: 3/3/2011-Referred to Com. on NAT. RES.

Summary:

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to examine the feasibility of operating a strategic fuel reserve and recommend an appropriate level of reserves. Existing law also requires the Energy Commission and the State Air Resources Board, in consultation with other state and local agencies the commission deems necessary, to develop and adopt recommendations for the Governor and Legislature on a California Strategy to Reduce Petroleum Dependence. This bill would require the commission and the board to, among other things, attain the targets set forth in the strategy as efficiently as possible, coordinate the attainment of the targets with provisions regulating alternative fuels, and require all future regulations and guidelines to maximize the attainment of targets. The bill would also require the commission and the board, on or before January 1, 2013, in consultation with other state and local agencies the commission deems necessary, to adopt a series of interim actions to reduce petroleum fuel consumption by 15% below the 2003 levels by 2020 and increase alternative fuel consumption by 26% by 2022.

AB 650 (Blumenfield D) Blue Ribbon Task Force on Public Transportation for the 21st Century.

Status: 2/17/2011-From printer. May be heard in committee March 19.

Summary:

Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public

transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.

AB 676 (Torres D) Transportation funds.

Status: 3/3/2011-Referred to Com. on TRANS.

Summary:

Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.

AB 710 (Skinner D) Local planning: infill and transit-oriented development.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary

The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.

AB 796 (Blumenfield D) Energy: clean energy economy.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

The California Alternative Energy and Advanced Transportation Financing Act requires the California Alternative Energy and Advanced Transportation Financing Authority, in consultation with the State Energy Resources Conservation and Development Commission, to establish criteria for selecting projects related to renewable energy and alternative transportation technologies that would receive financial assistance, including loans, loan loss reserves, interest rate reductions, insurance, guarantees, and other credit enhancement or liquidity facilities, from the authority. This bill would require the state to establish a program to provide financial assistance in the form of loan guarantees and energy output insurance guarantees to California-based entities. This bill contains other related provisions.

AB 845 (Ma D) Transportation: bond funds.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary

Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the

funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.

AB 890 (Olsen R) Environment: CEQA exemption: roadway improvement.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. This bill contains other related provisions and other existing laws.

AB 892 (Carter D) Department of Transportation: environmental review process: federal pilot program.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.

<u>AB 995</u> (Cedillo D) Environmental quality: CEQA: public assistance and information program: recommendations: review of transit-oriented development.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires the Office of Planning and Research, using existing resources, to implement a public assistance and information program that includes the establishment of a public education and training program, a data base to assist in the preparation of environmental documents, and a central repository for the collection, storage, retrieval, and dissemination of specified CEQA notices. CEQA further requires that, commencing January 1, 2003, copies of any documents submitted in electronic form to the Office of Planning and Research pursuant to those provisions be furnished by the office to the California State Library. This bill would additionally require the Office of Planning and Research, not later than July 1, 2012, to prepare and submit to the Legislature a report containing recommendations for expedited environmental review for transit-oriented development.

AB 1097 (Skinner D) Transit projects: domestic content.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.

AB 1105 (Gordon D) High-occupancy toll lanes.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. This bill would provide that one or both of the corridors selected may be a corridor that extends into an adjacent county, subject to agreement of the congestion management agency or countywide agency responsible for preparation of the county transportation plan in that county. This bill contains other related provisions and other existing laws.

AB 1298 (Blumenfield D) High-occupancy vehicle lanes.

Status: 2/22/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Department of Transportation to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles and requires that, prior to constructing those lanes, the department conduct competent engineering estimates of the effect of those lanes on safety, congestion, and highway capacity. This bill would require the department to conduct those engineering estimates with respect to the effect on congestion mitigation and would make grammatical, nonsubstantive changes to those provisions.

AB 1308 (Miller D) Highway Users Tax Account: appropriation of funds.

Status: 2/22/2011-From printer. May be heard in committee March 22.

Summary:

Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature. This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.

AB 1354 (Huber D) Public works: payments: retention.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Department of General Services, or any other department with authority to enter into contracts, to contract with suppliers for goods and services and for public works. Existing law provides that a contract entered into no or after January 1, 1999, relating to the construction of a public work of improvement between the original contractor and a subcontractor or between any subcontractors thereunder, the percentage of retention proceeds withheld cannot exceed the percentage specified in the contract between the public entity and the original contractor. Existing law also prohibits the Department of General Services from making payments upon such contracts in excess of 95% of the percentage of actual work completed plus a like percentage of the value of material delivered, as specified, and requires the department to withhold not less than 5% of the contract price until final completion and acceptance of the project. This bill would delete the prohibition against payments being made in excess of 95% of the work completed and the requirement that the department withhold not less than 5% of the contract price until final completion and acceptance of the project, and would instead prohibit the retention of any amount with respect to all contracts entered into on or after January 1, 2012, between a public entity and an original contractor, between an original contractor and a subcontractor, and between all subcontractors thereunder, relating to the construction of any public work of improvement, as specified.

ABX18 (Ma D) Transportation bond funds.

Status: 12/7/2010-From printer.

Summary:

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Existing law requires that \$1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Existing law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Existing law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after

those 3 years revert to Cal EMA for reallocation in subsequent fiscal years. This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other existing laws.

ABX19 (Chesbro D) Taxation: vehicle license fees.

Status: 1/3/2011-Read first time.

Summary:

The Vehicle License Fee Law, in lieu of any ad valorem property tax upon vehicles, imposes an annual license fee for any vehicle subject to registration in this state in the amount of 1% of the market value of that vehicle, as provided, for a specified amount of time. Existing law also, until June 30, 2011, imposes an additional tax equal to 0.15% of the market value of specified vehicles, as determined by the Department of Motor Vehicles, to the vehicle license fee, to be deposited in the General Fund and transferred to the Local Safety and Protection Account, a continuously appropriated fund. This bill would repeal the provision relating to the sunset date and repeal of the additional 0.15% tax, thereby depositing additional moneys into a continuously appropriated fund. This bill contains other related provisions.

ACA 4 (Blumenfield D) Local government financing: voter approval.

Status: 12/7/2010-From printer. May be heard in committee January 6.

Summary:

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.

AJR 5 (Lowenthal, Bonnie D) Transportation revenues.

Status: 2/24/2011-Referred to Com. on TRANS.

Summary:

This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.

SB 28 (Simitian D) Vehicles: electronic wireless communications devices: prohibitions.

Status: 1/20/2011-Referred to Com. on T. & H.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary:

Existing law requires the Department of Motor Vehicles to examine applicants for specific driver's licenses and requires that the examination include, among other things, a test of the applicant's knowledge and understanding of the provisions of the Vehicle Code governing the operation of vehicles upon the highways. This bill would require the department to include a test of the applicant's understanding of the distractions and dangers of handheld cell phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.

SB 29 (Simitian D) Vehicles: automated traffic enforcement systems.

Status: 1/20/2011-Referred to Com. on T. & H.

Location: 1/20/2011-

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary:

Existing law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated enforcement system, as defined, if the system meets certain requirements. Existing law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities, that include, among other things, establishing guidelines for selection of location. A violation of the Vehicle Code is a crime. This bill would require that, no later than January 1, 2013, those requirements include identifying the system by signs posted within 200 feet of an intersection where a system is operating. The bill would require, by January 1, 2013, the governmental agency that operates an automated traffic enforcement system to develop uniform guidelines for specified purposes and to establish procedures to ensure compliance with those guidelines. The bill would require the governmental agency to adopt a finding of fact establishing the need for the system at a specific location for reasons related to safety for those systems installed after January 1, 2012. This bill contains other related provisions and other existing laws.

SB 126 (Steinberg D) California Transportation Commission: guidelines.

Status: 2/10/2011-Referred to Com. on T. & H.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 ST&H

Summary:

Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.

SB 145 (Wyland R) Public works: prevailing wage rates.

Status: 2/10/2011-Referred to Com. on RLS.

Summary:

Existing law requires, except for public works projects of \$1,000 or less, that workers employed on public works be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, and not less than the general prevailing rate of per diem wages for holiday and overtime work fixed, as prescribed. Existing law requires the Director of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work. Existing law requires the body awarding a contract for public work to obtain from the Director of Industrial Relations the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work. This bill would make technical, nonsubstantive changes to the provisions relating to the prevailing rate of per diem wages.

SB 186 (**Kehoe D**) The Controller.

Status: 2/19/2011-Set for hearing March 16.

Location: 2/17/2011-S. G. & F.

Calendar: 3/16/2011 9:30 a.m. - John L. Burton Hearing Room (4203) Senate Gov and Finance

Summary:

Existing law authorizes the Controller to appoint a qualified accountant to make an investigation and to obtain the information required for the annual report of financial transactions. This bill would authorize the Controller to exercise discretionary authority to perform an audit or investigation of any county, city, special district, or redevelopment agency, if necessary, to ensure compliance with state law, grant agreements, local ordinances, and to determine fiscal viability. This bill would require the Controller to prepare a report of the results of the audit or investigation and to file a copy with the local legislative body. This bill would also provide that specified costs incurred by the Controller shall be borne by the county, city, or redevelopment agency and state that reimbursements collected, upon appropriation to the Controller, be available to offset costs of enforcing this provision.

SB 214 (Wolk D) Infrastructure financing districts: voter approval: repeal.

Status: 2/17/2011-Referred to Com. on Gov. & F.

Summary:

Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. This bill contains other related provisions and other existing laws.

SB 223 (Leno D) Voter-approved local assessment: vehicles.

Status: 2/17/2011-Referred to Coms. on T. & H. and Gov. & F.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary

Existing law authorizes certain counties to impose a local vehicle license fee not exceeding \$10 per vehicle, as provided, for the privilege of operating specified vehicles on public roads in the county. Existing law requires a county imposing this fee to contract with the Department of Motor Vehicles to collect and administer the fee, as specified. This bill would authorize counties and the City and County of San Francisco to impose a voter-approved local assessment for specified vehicles if certain conditions, including approval by local voters, are met. The bill would require the county or the city and county to contract with the department to collect and administer the assessment, as provided. This bill contains other related provisions and other existing laws.

SB 226 (Simitian D) Land use planning.

Status: 2/17/2011-Referred to Com. on E.Q.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to call a scoping meeting for a project of statewide, regional, or areawide significance, and requires the lead agency to provide notice of at least one of those scoping meetings to specified entities, including a county or city that borders on a county or city within which the project is located, unless otherwise designated annually by agreement between the lead agency and county or city. This bill would authorize the referral of a proposed action to adopt or substantially amend a general plan to a city or county within or abutting the area covered by the proposal by a planning agency prior to action by a legislative body to adopt or amend the general plan to be conducted concurrently with the scoping meeting. The city or county would be authorized to submit specified comments at the scoping meeting. This bill contains other related provisions and other existing laws.

SB 468 (Kehoe D) Department of Transportation: capacity-increasing state highway projects: coastal zone.

Status: 3/3/2011-Referred to Coms. on T. & H. and N.R. & W.

Summary:

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose additional requirements on the department with respect to proposed capacity-increasing state highway projects in the coastal zone. The bill would also make legislative findings and declarations.

SB 545 (Anderson R) Transportation.

Status: 3/3/2011-Referred to Com. on RLS.

Summary:

Existing law creates various transportation programs to develop and implement improvements to transportation systems. This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.

SB 693 (**Dutton R**) Public contracts: local agencies.

Status: 3/3/2011-Referred to Com. on T. & H.

Summary:

Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation. This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting.