



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

AGENDA

Note Special Date/Start Time:

Thursday, August 4, 2011

2:00 p.m.

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

Teleconference locations are listed at the bottom of this agenda.

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 March 17, 2011 ITAC meeting - page 1

REGULAR AGENDA

6. Highway 1 HOV Lane Project – Tiered Environmental Document Update - page 5
 - a. Staff report, Kim Shultz
7. Preliminary Proposal for the *2012 Regional Transportation Improvement Program* - page 11
 - a. Staff report, Rachel Moriconi
 - b. Priority Projects
 - c. 2010 RTIP Projects

8. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
9. Update on the AMBAG Regional Travel Demand Model (RTDM) Peer Review and Model Improvement Plan - page 29
 - a. Memorandum and update, Bhupendra Patel, AMBAG
10. Central Coast Intelligent Transportation System (CCITS) Architecture Update - page 31
 - a. Memorandum and update, Bhupendra Patel, AMBAG
11. Project Initiation Documents for Highway Projects Update - page 33
 - a. Staff report, Rachel Moriconi
 - b. Caltrans PSR-PDS Guidance to Local Agencies
12. Legislative Update - page 35
 - a. Staff report, Rachel Moriconi

NEXT MEETING – SPECIAL DATE: The ITAC will not meet on August 18. The next ITAC meeting is scheduled for **September 22 , 2011 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. This is one week later than the typical schedule.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
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phone: (831) 460-3200 / fax (831) 460-3215
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AGENDAS ONLINE

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TELECONFERENCE MEETING LOCATIONS:

Caltrans District 5, VTC room
50 Higuera St. San Luis Obispo, CA

As allowed by the Brown Act, one or more Committee Member(s) will participate in this meeting at the teleconference sites listed above. Each teleconference location is accessible to the public and the public will be given an opportunity to address the ITAC at each teleconference location. The public teleconference site will be as noticed in this agenda; all votes will be taken by roll call; and at least a quorum of the members of the legislative body will be located within the boundaries of the territory over which it exercises jurisdiction (§ 54953(b)).

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

DRAFT MINUTES

Thursday, March 17, 2011
1:00 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, UCSC
Randy DeShazo, AMBAG
Dan Herron, Caltrans District 5
Steve Jesberg, City of Capitola Public Works and Community Development Proxy
Michelle King, City of Santa Cruz Planning
David Koch, City of Watsonville Public Works
Maria Esther Rodriguez, City of Watsonville Community Development Proxy
Russell Chen, County Planning Proxy
Chris Schneiter, City of Santa Cruz Public Works
Steve Wiesner, County Public Works

STAFF PRESENT

Rachel Moriconi
Grace Blakeslee

OTHERS PRESENT

Mark Dettle, City of Santa Cruz Public Works
Steve Schnaar, People Power and Bike Church

1. Call to Order – Chair Chris Schneiter called the meeting to order at 1:05 p.m.
2. Introductions – Self introductions were made
3. Oral communications – Rachel Moriconi reminded members that Bicycle Transportation Account grant applications are due Friday 3/18/11.
4. Additions or deletions to consent and regular agendas – A revised version of page 33 - Item 9 on Bicycle Licensing Ordinance Coordination was distributed.

CONSENT AGENDA (Rodriguez/Jesberg) approved unanimously

5. Approved minutes of the January 27, 2011 ITAC meeting.

REGULAR AGENDA

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

City of Watsonville – Maria Rodriguez reported that construction of the Green Valley Road project is wrapping up; the Freedom Blvd rehabilitation project is going out to bid in May; a Traffic Signal Synchronization project will move forward in coordination with the Freedom Blvd. project; the City

received a safety (HSIP) grant to add pedestrian countdown equipment at all signalized intersections; the City is using a Safe Routes to Schools grant to install sidewalks and traffic calming on Front Street and Holm Road; and the City is making crosswalk enhancements at three locations.

County of Santa Cruz – Steve Wiesner reported that vegetation removal is underway as part of the Graham Hill Road safety project, with additional construction work to begin after April 15; what could be the last Redevelopment Agency (RDA)-funded overlay is underway; a new sidewalk is being installed on Soquel near the City of Capitola; Soquel Ave/17th Ave curb, gutter, and sidewalk construction will be finalized within four weeks; construction on Eaton Street had been set for award, but is on hold pending finalization of the RDA project list; and the East Cliff path project was set to go to bid, but is on hold because of RDA-funding uncertainties.

AMBAG – Randy DeShazo reminded members that Highway Performance Monitoring System (HPMS) information updates are due March 18. He announced that AMBAG is working with FHWA to host a model peer review meeting on March 28-29; Rachel Moriconi emailed information on the meeting to the ITAC. He also reported that the first formal Federal Transportation Improvement Program (FTIP) amendment was approved and that the next formal amendment will take place May 11. Project sponsors should inform Rachel Moriconi of any necessary amendments to federally-funded projects.

UCSC – Teresa Buika reported that UCSC is starting work on its federal New Freedoms grant project.

City of Santa Cruz – Chris Schneider reported that the roundabout at Depot Park will be completed this spring; the West Cliff Drive rehabilitation project is out to bid, with construction scheduled to start in April/May; and the City is working on a Safe Routes to School project near Gault Elementary School.

Caltrans: Dan Herron reminded members that applications for Caltrans planning grants are due March 30. Detours around the Highway 1/Salinas Road Interchange project will start in April.

SCCRTC – Rachel Moriconi reported that the RTC is working on closing escrow for the Rail Line and an RTC board member requested that the RTC place an item on a future agenda to discuss the possibility of merging with Santa Cruz Metropolitan Transit District (SCMTD). Cory Caletti reported that the RTC is issuing a notice to proceed to RRM Design for work on the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan. Data collection and stakeholder meeting will be starting soon.

7. Regional Transportation Plan Update: Overview and Work Plan

Grace Blakeslee provided an overview of plans for the next Regional Transportation Plan (RTP) update. The plan will address SB375 requirements, including coordination with the Sustainable Communities Strategy (SCS) and Greenhouse Gas (GHG) targets; a complete streets analysis/needs assessment for priority growth areas; and development of more quantifiable goals and policies focused on sustainability using STARS. She requested input on what other planning efforts are underway that should be included in the RTP.

Michelle King suggested that the RTP consider the objectives being developed for the City of Santa Cruz General Plan and Climate Action Plan, and noted that the General Plan EIR includes a lot of data that could be used. Randy DeShazo stated that AMBAG will be providing micro-grants to help local jurisdictions work on aligning the Regional Housing Needs Allocations (RHNA) and General Plans with the SCS. This includes identifying infill opportunities and will complement the complete streets analysis. Chris Schneider requested that the RTC minimize the amount of information requested from local jurisdictions, given staffing shortfalls. Mark Dettle suggested that if guidelines

are established to prioritize projects that have the biggest benefit, then local agencies will be able to identify projects that meet those criteria up front, rather than using time consuming scoring criteria that may not result in the most beneficial projects being funded. Grace Blakeslee responded that it will be an iterative process with project sponsors to determine what information is need and to establish priorities. In response to a question from Dan Herron, Ms. Blakeslee stated that via STARS measures such as access, economic, and environmental sustainability would be looked at collectively for evaluating projects and the plan. Teresa Buika suggested that the RTP take into consideration information from the UCSC Sustainability Plan and Climate Action Plan. She noted that it will be important to include how the RTC is defining "sustainability". Randy DeShazo stated that the 0% per capita GHG target set by the California Air Resources Board (CARB) for the Monterey Bay Area is partially due to limited growth anticipated in the region, given constraints to building housing in coastal areas.

8. Draft Monterey Bay Area Public Participation Plan (PPP)

Rachel Moriconi requested the ITAC review and comment on the Draft Monterey Bay Area Public Participation Plan. The plan has been updated based on SB375 and federal requirements. Comments are due to the Association of Monterey Bay Area Governments (AMBAG) on March 30, 2011. She also requested that members provide suggestions for expanding public involvement in development of the next Regional Transportation Plan (RTP).

Dan Herron stated that it is important to get input from the Spanish-speaking populations. Randy DeShazo noted that agencies that receive federal transportation funds must follow the plan. Steve Wiesner stated that the plan should be consistent with what FHWA and Caltrans mandates agencies do when implementing projects. Those public participation requirements may be identified in the Local Assistance Procedures Manual, Master Agreements with Caltrans, and other grant agreements. Teresa Buika said that the plan goes beyond what is federally-mandated.

9. Bicycle Licensing Ordinance Coordination

Cory Caletti provided information regarding bicycle licensing ordinances and requested that local jurisdictions consider establishing uniform practices. Bicycle licenses are not required in the unincorporated areas of the County or City of Scotts Valley. Bicycle licenses are required in the Cities of Capitola, Santa Cruz, and Watsonville. The Bicycle Committee is asking those jurisdictions to eliminate the requirement, and instead make bicycle licensing voluntary. She provided information on some of the benefits and issues with bicycle licensing.

Members noted that bicycle license requirements are rarely enforced, that bicycle license requirements come from California Vehicle Code, and that if current licensing is not meeting needs it could maybe be modified, rather than eliminated, in order to make it a more robust program that has clear benefits.

Steve Schnaar, People Power and Bike Church, stated that the bicycle licensing requirements are being used by police to target certain people. He also reported that People Power is working with Santa Cruz police to focus on using serial numbers to find stolen bicycles.

Teresa Buika reported that TAPS staff and the UCSC Police Sergeant discussed their bicycle license requirements and that their priority is to use the program to help bicyclists. If it is not helping they would be willing to change it, especially since it is staff intensive to administer.

10. State Legislative Update

Rachel Moriconi recommended that the ITAC review and provide input on the list of state legislative bills the RTC is tracking and inform staff of any additional bills the RTC should be monitoring. She also reported that the State Legislature approved reenactment of the gas tax swap, which allows continuation of some funding for transit, State Transportation Improvement Program (STIP), Local Street and Road, and SHOPP projects. In response to a question from Steve Wiesner, she stated that with reenactment of the gas tax swap, HUTA funds should be protected under the provisions of Proposition 22. This was one of the reasons why Truck Weight Fees are being used to provide State General Fund relief for bond debt service.

The meeting adjourned at 2:00 p.m. The next ITAC meeting is scheduled for **April 21, 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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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Kim Shultz, Senior Transportation Planner
RE: Highway 1 HOV Lane Project – Tiered Environmental Document Update

RECOMMENDATIONS:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) recommend that the RTC approve development of a combined tiered environmental document that will provide program level documentation for the Highway 1 HOV Lane Project (Tier 1) and project level documentation for the 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Crossing Project (Tier 2).

BACKGROUND

In 2003, the Santa Cruz County Regional Transportation Commission (RTC) initiated preliminary design and environmental studies to add high occupancy vehicle (HOV) lanes to Highway 1 from Morrissey Boulevard in Santa Cruz to Larkin Valley/San Andreas Road in Aptos. The HOV lane project also includes auxiliary lanes, ramp meters, soundwalls, and new bicycle/pedestrian bridges over the highway. In order to receive FHWA sign-off on the environmental document consistent with current federal guidelines, FHWA recommends that the environmental document include a Tier 2 project that could be funded within reasonably available revenue sources. Staff anticipates release of the draft environmental reports to the public in early 2012.

DISCUSSION

Highway 1 HOV Project – Tiered Environmental Document

Changes in the emphasis and scrutiny of federal environmental regulations, combined with the absence of a countywide sales tax measure or other committed revenues to construct the Highway 1 HOV Lane project, require a change in the format of the environmental document and approach to the Highway 1 project. In order to utilize information gathered and analysis done as part of the Highway 1 HOV Lane environmental document, as well as to avoid having to repay \$5.56 million in federal Congestion Mitigation and Air Quality (CMAQ) funds used on the project, the Federal Highway Administration (FHWA) must sign off on the NEPA document and the right-of-way phase must be initiated by September 2013 on a component of the Highway 1 project that is reasonably fundable from existing revenue sources.

Accordingly, the project team and FHWA recommend a tiered environmental document that will allow full disclosure of the HOV Lane project as currently defined, including the project's impacts, costs, and benefits (Tier 1). The document will also provide environmental documentation (Tier 2) of a project deemed financially feasible from existing funding sources. Once the combined tiered environmental document is approved by both FHWA and Caltrans, the RTC could proceed to design and construct the selected Tier 2 project.

The RTC and Caltrans evaluated potential Tier 2 projects within the HOV lane project footprint that are consistent with the purpose of the HOV Lane project to reduce congestion on the highway and promote use of alternative travel modes and identified auxiliary lanes from 41st Avenue to Soquel Drive, including a bike/pedestrian crossing at Chanticleer, as the most beneficial change that can be made to Highway 1, in the absence of HOV lanes. **Staff recommends designating the 41st Avenue/Soquel Drive Auxiliary Lanes and the Chanticleer Bike/Ped Crossing the Tier 2 project for environmental analysis and development. Staff recommends that the ITAC discuss this proposal and recommend that the RTC analyze the proposed Tier 2 project in the tiered environmental document.** Attached is the staff report presented to the RTC at its June 16, 2011 Policy Workshop which provides additional information on the tiered environmental document proposal ([Attachment 1](#)).

Highway 1 Tier 2 Project Cost - Approximately \$30 million

As noted earlier, moving forward allows the RTC to utilize information previously gathered and avoid having to repay federal funds, while moving forward with modifications targeting congestion on Highway 1.

In order to transform the existing work into a combined Tier 1/Tier 2 environmental document for FHWA approval, complete the STARS analysis of the HOV lane project, and provide a reserve for legal defense an additional \$1 million is needed for the environmental review phase. To date the RTC has programmed \$12,409,000 for work on the HOV environmental document.

The costs for design, right-of-way and construction phases of the 41st Avenue -Soquel Auxiliary Lanes and bike/ped crossing project, are estimated to be:

1. Southbound Auxiliary Lane between 41st Avenue and Soquel Avenue - \$8 million
2. Northbound Auxiliary Lane between 41st Avenue and Soquel Avenue - \$12 million
3. Bicycle/Pedestrian Overcrossing of Highway 1 at Chanticleer Avenue - \$9 million

If the RTC decides to move forward with the proposed Tier 2 project, **staff recommends that the RTC program funds to the project as part of the 2012 Regional Transportation Improvement Program (RTIP)**, as discussed in a separate agenda item.

SUMMARY

In order to utilize information gathered and analysis completed to date as part of the Highway 1 HOV Lane environmental document, as well as to avoid having to repay federal funds previously expended on the project , the project team and FHWA recommend development of a combined tiered environmental document that will provide environmental documentation of the 41st Avenue/Soquel Exit Auxiliary Lanes and Chanticleer Bike/Ped Crossing project (Tier 2) as well as the Highway 1 HOV Lane project (Tier 2).

Attachment 1: June 16, 2011 Staff report on Highway 1 HOV Environmental Document

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AGENDA: June 16, 2011

TO: Regional Transportation Commission – Transportation Policy Workshop

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 HOV Lane Project – Environmental Document

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a report on a proposed tiered environmental document for the Highway 1 HOV Lane project that will meet federal environmental requirements while providing the public with complete information on the project and retain the maximum flexibility for delivering improvements to the corridor.

BACKGROUND

The 1986 Regional Transportation Plan (RTP) identified improvements to Highway 1 as a high priority. In 2003, the Santa Cruz County Regional Transportation Commission (RTC), in cooperation with Caltrans and the Federal Highway Administration (FHWA), initiated preliminary design and environmental studies (referred to as the Project Approval/Environmental Documentation (PA/ED) phase) to add high occupancy vehicle (HOV) lanes to Highway 1 from Morrissey Boulevard in Santa Cruz to Larkin Valley Road in Aptos. The HOV lane project also includes auxiliary lanes, ramp meters, soundwalls, and new bicycle/pedestrian bridges over the highway.

To fund the proposed work on Highway 1 and a range of other transportation projects in the region, the County of Santa Cruz placed a transportation sales tax measure on the ballot in 2004 which was not approved by voters. A subsequent effort to generate broader public support for a transportation sales tax measure through the Transportation Funding Task Force was sidelined in 2008 when signs of the current economic downturn became apparent. There has been no active effort to revisit a sales tax measure as the region continues to feel the effects of the economic recession.

Meanwhile, the project schedule to complete the environmental work on the HOV Lane project has been delayed as the project team confronted a series of challenges, including: delay in release of the regional travel demand model, update right-of-way monument surveys in the central section of the highway, and resolution of engineering design issues with local jurisdictions and Caltrans to minimize right-of-way impacts and optimize traffic operations. The engineering design details were resolved approximately 9 months ago allowing environmental technical studies to be finalized and work to begin on completing the administrative draft environmental document. Staff anticipates release of the draft environmental reports to the public in early 2012.

DISCUSSION

As the project's engineering challenges were successfully addressed, RTC and Caltrans staff began a series of meetings in the summer of 2009 to define the best method to complete the PA/ED phase in a manner that maximized project delivery options. Topics included consideration of possible funding scenarios, consideration of phased implementation options, and project scheduling issues. The focus of the project team was to ensure all state and federal requirements were met and maximum allowance was given to permit flexibility in delivering project improvements given the uncertain funding situation.

Federal Environmental Regulations

During this same timeframe, the FHWA updated its guidance in response to potentially diminishing federal transportation funding, past project experience, and added emphasis on government accountability. Specifically relevant to the HOV Lane project, the FHWA modified enforcement provisions related to the timely use of federal funds, and updated regulations defining the basis by which "reasonably available" funds are determined and set that determination as a criterion for approving environmental documents. In response to these changes FHWA representatives joined meetings with the project team to identify an acceptable approach for meeting both state and federal environmental regulations while providing the public with information on the complete project and retaining the flexibility to deliver fundable improvements to the corridor.

In May 2011, FHWA officials reported that they could not approve a final federal environmental document for either of the two project build alternatives (the full HOV lane project and a scaled-back TSM project) given their costs until a committed source of funding is identified. As federal funds are being used to produce the environmental document and envisioned for future project phases, federal approval of the environmental document is required.

In this same timeframe, enforcement provisions of FHWA's regulations regarding the timely use of federal funds, known as the "10 year rule," were tightened. The 10 Year Rule requires on-site construction or acquisition of right-of-way to begin within 10 years after beginning work on the preliminary engineering phase of a project or risk having to pay back federal funds used for those activities. In the case of the Highway 1 HOV Lane Project that amount is \$5.56 million in federal funds.

While the 10 Year Rule has been in place for some time, the basis for appeals and extending the deadline have grown increasingly strict and represent a very real concern. The project team and RTC staff recommend modifying the current approach to address federal environmental requirements in order to preserve the opportunity to use federal funds on the project and avoid having to pay back federal funds used to date, while keeping project components moving forward that address congestion and multi-modal options on the Highway 1 corridor.

Response to Environmental Requirements

A range of alternative approaches have been considered to address the federal requirements described above, which still meet the approved purpose and need of the project and/or do not undermine completion of the HOV Lane Project while meeting the project funding requirement.

An approach tentatively endorsed by FHWA and Caltrans to preserve maximum flexibility in delivering congestion relief to the corridor is described as a "Combined Tier 1/Tier 2 Environmental Document". The HOV Lane project as presently proposed would be described as the Tier 1 project in the environmental document to include full disclosure of the project's impacts, costs, and benefits. This would allow the RTC to make a recommendation as to a locally preferred alternative for planning purposes and provide the community with information to make the necessary funding commitments.

The Tier 2 portion of the document would be to analyze the environmental impacts of a defined project that has a reasonably available funding commitment to move forward to right-of-way and construction. The build project evaluated in the Tier 2 portion of the document must meet the major project requirements to be an "operationally independent phase." This is defined as a component of the overall project that functions as a viable transportation facility even if the rest of the project is not built for many years. The criteria used for selecting the current and future build segments of the overall project should be a reasonable and documented decision. Through this approach, both the FHWA and Caltrans would approve the Tier 2 project allowing it to advance to right-of-way acquisition and thereby meet the 10 Year Rule

Tier 2 Fundable Project

In considering revenue reasonably available to fund a Tier 2 project, staff limited consideration to existing and future apportionments of State Transportation Improvement Program (STIP) funds. The RTC currently has a \$2.3 million un-programmed STIP balance. Additionally, the RTC has historically received an average of \$5 million per year or \$10 million every 2-year cycle of the STIP. While staff does not anticipate a significant amount of new funds in the upcoming 2012 STIP cycle, staff is guardedly optimistic that future STIP cycles (2014, 2016, and beyond) will return to historic averages. Staff will also work with project sponsors to reevaluate the priority level of previously programmed projects, including \$14 million in previously programmed highway projects, as part of development of the 2012 Regional Transportation Improvement Program (RTIP) later this year, and may recommend that the RTC redirect some of those funds to the Tier 2 Highway 1 project.

In review of candidate fundable Tier 2 projects, a number of criteria are considered including:

- Level of congestion relief provided on the primary transportation corridor, Highway 1
- Ability to complete the environmental analysis in a timely manner
- Relationship to the HOV Lane project's approved purpose and need, including encouraging the use of efficient alternatives to driving alone
- Estimated cost of the project
- Operational Independence

Staff also believes it is important that improvements to the regionally significant corridor follow a logical sequence building on existing and proposed improvements to the multi-use Highway 1 corridor that can be delivered in a timely manner.

In consideration of the above criteria, staff has tentatively identified three projects which are reasonably fundable from existing and near term STIP cycles. Taken as a group these projects

could constitute a Tier 2 project that advances the approved purpose of the HOV project to reduce congestion and encourage alternative transportation, and all the components of the project are located in the same section of the highway which helps in completing the environmental analysis in a timely manner.

A potential set of projects to be considered by the project development team for environmental analysis as a fundable Tier 2 project consistent with state and federal regulations is:

1. Southbound Auxiliary Lane between 41st Avenue and Soquel Avenue - \$7.8 million
2. Northbound Auxiliary Lane between 41st Avenue and Soquel Avenue - \$12.0 million
3. Bicycle/Pedestrian Overcrossing of Highway 1 at Chanticleer Avenue - \$8.7 million

The reported project cost estimates include project development activities following approval of the environmental document (i.e. right-of-way acquisition, final design, construction and all support costs) for a total amount of \$28.5 million.

Next Steps

Additional effort will be necessary to transform existing work into a combined Tier 1/Tier 2 environmental document and meet the required timeframes discussed above and eliminate the threat of having to reimburse federal funds used on the project. Based on this proposal, the project team will develop a detailed scope of work, schedule, and cost for consideration and approval at the RTC's Policy Workshop in August. At that same time staff will report on the amount of new funding that may be available for programming in the 2012 STIP and make preliminary recommendations for programming funds to the Tier 2 project.

SUMMARY

Changes in the emphasis and scrutiny of federal environmental regulations combined with uncertainties about committed funding to construct the Highway 1 HOV Lane project require a change in the format of the environmental document and approach to the project. The project team recommends a tiered environmental document that will allow full disclosure of the project as currently defined, including the project's impacts, costs, and benefits (Tier 1). The document will also provide environmental documentation (Tier 2) of a project deemed financially feasible from existing funding sources that are consistent with the purpose of the HOV Lane project to reduce congestion on the highway and promote use of alternative travel modes. Once the Tier 2 environmental document is approved, the RTC could proceed to construct the selected Tier 2 project. The project development team will evaluate the potential Tier 2 projects and staff will present a revised scope of work, schedule, and cost proposal to prepare the combined tiered environmental document and preliminary recommendations for programming funds to a Tier 2 project at the RTC's Policy Workshop in August.

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Preliminary Proposal for the *2012 Regional Transportation Improvement Program*

RECOMMENDATIONS:

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

1. Provide input on preliminary proposals for the *2012 Regional Transportation Improvement Program (RTIP)*;
 2. Review the list of projects that have been identified as the most critical transportation needs in the next five to ten years (Attachment 1); and
 3. Confirm that existing State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) projects remain a priority for STIP funds (Attachment 2).
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BACKGROUND

A key funding source for regional transportation projects in Santa Cruz County is the State Transportation Improvement Program (STIP). In addition to STIP funds, the RTC also programs the region's share of federal Regional Surface Transportation Program (RSTP) funds in the RTIP. Under state transportation statutes established by Senate Bill 45 in 1998, the Regional Transportation Commission nominates projects to receive its formula share of STIP funds through the *Regional Transportation Improvement Program (RTIP)*. After considering the RTIPs submitted statewide, the California Transportation Commission (CTC) makes the final determination on which projects are programmed to receive STIP funds, as well as for what year they are programmed. The California Transportation Commission (CTC) is scheduled to adopt the Fund Estimate and Guidelines for the *2012 State Transportation Improvement Program (STIP)* on August 10, 2011. The region's proposal for the 2012 STIP is due to the CTC by December 15, 2011.

DISCUSSION

2012 RTIP - Available Funds

The STIP is made up of a combination of state and federal funding sources, including funds from the excise tax on gasoline, Proposition 1B transportation bonds, federal Transportation Enhancement program (TE), and the Public Transportation Account (PTA). Based on the Draft 2012 STIP Fund Estimate, the CTC has indicated that **\$9.25 million in funds may be available for programming in Santa Cruz County through FY16/17**. This amount includes \$2.9 million carried over from the 2010 STIP and an \$890,000 TE target. At a very minimum, in accordance with SB45 county shares rules, the CTC must make \$5.1 million in STIP available to the region for programming through FY15/16. The RTC may also request an

advance of an additional \$12 million of the region's projected shares of STIP funds through FY 2019/20 for a larger project, **for a potential STIP total of \$21.25 million.**

In addition to these STIP funds, the RTC is responsible for selecting projects to receive the region's share of Regional Surface Transportation Program (RSTP) funds. Given uncertainty surrounding the next federal transportation act, of which current proposals could dramatically reduce funding and eliminate or consolidate approximately 70 funding programs; staff recommends that the RTC only program the regions' anticipated apportionments of RSTP funds through FFY2011/12. Given RSTP funds previously committed to various projects, staff estimates that **\$2.5 million in new RSTP funds are available for programming through FFY 11/12 and recommends that the RTC program these funds in the 2012 RTIP.** Other options would be to only program STIP funds at this time and to wait to program additional RSTP funds until the next federal transportation act is adopted; program additional RSTP funds beyond FY11/12, contingent upon the funds being made available in the next transportation act; or to keep these funds in reserve to address potential cost increases on RTC rail and highway projects.

Funding Needs

As we all know too well, existing revenues are insufficient to fund all of the needs in the region and the RTC has discretion over less than 10% of the funds available for transportation projects. Given limited resources, it is critical for agencies to ensure that limited funds are going to the highest priority projects that are most beneficial to the region. A list of some of the highest priority projects for the next 5-10 years, as identified by RTC commissioners, staff and/or project sponsors in the past, is attached (Attachment 1). How well a project addresses one or more of the following criteria is oftentimes considered when identifying priorities:

- Safety (reduce collisions)
- Mobility (reduce congestion, delay, travel times)
- Accessibility (increase travel options, reduce number or distance of trips)
- Reliability (reduce travel time variability, non-recurrent delay)
- Productivity (increase throughput, vehicle occupancy/passengers per vehicle mile)
- System Preservation (fix distressed facilities)
- Environment (air quality)
- Deliverability (if there are barriers to the schedule)
- Funding (if all other funding is secured)
- Number of people served

Staff recommends that the committee review and amend, as appropriate, the list of priority projects (Attachment 1) and confirm that previously programmed projects (Attachment 2) remain among the highest priorities.

Funding Highway 1

As discussed in a separate agenda item, approximately \$30 million in funding is needed to develop a tiered environmental document and construct the Highway 1 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Ped Crossing project. Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying over 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the

safety and operational efficiency of the roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise on both Highway 1 and parallel roadways. **If the RTC decides to move forward with the proposed Tier 2 project, the RTC would need to:**

1. **Program \$1 million in Regional Surface Transportation Program (RSTP) funds** to the Highway 1 HOV Lanes environmental document phase to transform the existing work into a combined Tier 1/Tier 2 environmental document for FHWA approval, complete the STARS analysis of the HOV lane project, and provide a reserve for legal defense.
2. **Redirect \$7.5 million in STIP and RSTP funds previously programmed to Mar Vista Bike/Pedestrian overcrossing** to this project. While shifting funds between projects is never ideal, construction of the Chanticleer crossing as part of the 41st/Soquel auxiliary lanes project is more efficient for environmental study, design and construction, and provides improved bike and pedestrian access to growing commercial areas, medical facilities, and established residential areas as a safer alternative to the Soquel and 41st Avenue Interchanges. The Mar Vista overcrossing could be reconsidered in the future.
3. Program all of the region's target of STIP funds through FY16/17, as identified in the 2012 STIP Fund Estimate, to this project: **\$9.25 million** (this includes the region's unprogrammed balance from the prior STIP)
4. Request that the CTC approve an advance of the regions FY17/18-19/20 STIP funds for this project: **\$12 million**

Total: \$29.75 million

Staff considered concurrently seeking a federal TIGER 3 grant for the bike/ped bridge portion of the project; however, construction funds for the TIGER 3 program must be obligated by September 2013, which is not feasible. Staff will pursue other funding opportunities, as they arise, which could reduce the amount of funds coming from the STIP.

If the STIP advance is not approved by the CTC, the RTC would need to:

- Program funds for at least the tiered environmental document and right-of-way, and reserve the balance of STIP funds to program to design and construction in the future;
- Phase construction of the Tier 2 project to build the auxiliary lanes and the bike/pedestrian bridge one at a time, as funds become available in the future. This option may require updating the environmental document if an extended period passes between environmental approval and start of construction (typically 3 years) and may incur additional costs; and/or
- Redirect previously programmed funds from other projects.

Other Funding Needs

As demonstrated in the Regional Transportation Plan (RTP) and Attachment 1, there is no shortage of important projects in the region that need funding and unfortunately RTC-discretionary funding is insufficient to fund most of these. Programming nearly \$30 million of RTC-discretionary funds for the proposed Tier 2 Highway 1 project, leaves \$1.5 million available for programming to other needs in the region in the 2012 RTIP.

Additional funds needed for regional, RTC projects and programs, which staff recommends the RTC consider as part of the 2012 RTIP include:

- Rail Design: \$0-\$650,000 potential additional need for design of rail structures and other improvements. Consultants interested in bidding on the project indicated that the \$300,000 previously programmed and budgeted may be insufficient. Actual needs should be known by September, through contract negotiations.
- Rail Construction: \$615,000 may be needed to match STIP funds programmed for construction due to changes in state law, which resulted in the loss of state transit funds to the STIP—forcing federalization of the project. The STIP allocation request could be reduced by a similar amount with funds to return to the region in a future STIP cycle.
- \$120,000-\$235,000 to maintain Freeway Service Patrol (FSP) at current levels through FY12/13.
- Planning, Programming and Monitoring (PPM): \$300,000 to meet state and federal mandated planning and programming requirements through the 2012 STIP period (FY16/17).

Where do we go from here? Process for the 2012 RTIP

Due to funding needs for a few specific RTC-projects and programs, as shown above, **staff does not recommend issuing a call for projects for programming funds in the 2012 RTIP. Instead staff recommends the RTC indicate its intent to program \$2.5 million in RSTP, program \$21.25 million in STIP, and redirect \$7.5 million from Mar Vista to regional projects, primarily the Highway 1 41stAve-Soquel Auxiliary Lanes project, as part of the 2012 RTIP.**

The schedule for 2012 RTIP development is as follows:

1. June-August 2011: Identify priorities and additional funding needs; Project sponsors update information on existing projects
2. August 2011: Committees discuss the highest priority needs in the region through FY2019/20 and confirm that previously programmed projects remain a priority
3. August 10, 2011: CTC adopts STIP Fund Estimate and Guidelines
4. August 18, 2011: RTC approves plan for 2012 RTIP
5. October/November 2011: Committees review Draft RTIP
6. December 2011: RTC adopts the 2012 RTIP at public hearing and submits to CTC
(due to CTC by December 15, 2011)
7. February 8, 2012: CTC STIP Hearing on RTIP proposals
8. March 8, 2012: CTC publishes CTC Staff Recommendations
9. March 28, 2012: CTC adopts 2012 STIP
10. May 2012: RTC amends RTIP as needed to reflect CTC actions

While there are insufficient funds to meet most of the region's needs with STIP and RSTP funds, staff recommends that the RTC work with project sponsors to seek funds from other sources in order to advance these critical projects and to continue to work with our state and federal legislative assistants to advocate for additional state and federal revenues for transportation. Staff further recommends that the RTC reaffirm its support for pursuing a sales tax measure to fund transportation needs in our region and consider other options to develop localized revenue sources to supplement existing transportation revenues.

SUMMARY

Every other year the RTC prepares a Regional Transportation Improvement Program (RTIP) which proposes projects to receive various state and federal funds. For the 2012 RTIP, the California Transportation Commission (CTC) has indicated that \$9.25 million in STIP funds are available for programming in Santa Cruz County through FY16/17. The RTC can also request, but is not guaranteed, an advance of FY17/18-19/20 funds for large projects, for a total of \$21 million. Staff also recommends programming \$2.5 million in Regional Surface Transportation Program (RSTP) funds anticipated through FY11/12 as part of the 2012 RTIP. Rather than issue a call for projects to program these funds, staff recommends that the RTC indicate its intent to program the funds to the RTC's previously stated priorities, which include Highway 1 and the Santa Cruz Branch Rail Line.

Attachment 1: Priority Projects

Attachment 2: 2010 RTIP projects, not yet completed

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Preliminary List of Priority Projects

Goal: Identify a few key priority projects the RTC should focus on funding/seeking funding for in the next 5-10 years.

List includes ongoing programs and priorities identified by project sponsors that may seek RTC-Discretionary Funds in near term. Not all project sponsors identified near term priorities. Advisory committees may identify additional projects.

<u>Project</u>	<u>Cost</u>
<u>Highway</u>	
Hwy 1 HOV Lane project: Environmental Review - including Tier 2 (Soquel-41st) and STARS analysis	\$13.4M
Hwy 1 Aux Lanes: 41st Ave and Soquel	\$30M
Hwy 1 HOV Lane project - Construction	\$500M
Hwy 1 Aux Lanes: Park Ave and Bay/Porter	\$30M
Hwy 1/Hwy 9 Intersection	\$4M
Hwy 1/ Harkins Slough Road Interchange	\$9.8M
Hwy 152 (Main St)/Freedom Roundabout in Watsonville	\$1.25M
Hwy 1 San Lorenzo River Bridge	\$20M
Hwy 1 Aux Lanes: Park Ave and Bay/Porter	\$35M
Hwy 17/Mt. Hermon Rd. Ramps: Intersection Operations Project	\$1M

Other Regional Projects

Freeway Service Patrol (FSP)	\$300/year
Santa Cruz Branch Rail Line Improvements: Design	\$350-\$1M?
Santa Cruz Branch Rail Line Improvements: Construction	\$5,350
Planning, Programming, and Monitoring (PPM)	\$150-\$300k/year
Commute Solutions Rideshare Program	\$150-200/year
Ecology Action Transp Program (already defunded PVTMA \$60/yr)	\$60/yr past
511 Implementation	\$10M

Transit/Paratransit

Transit Service: Restore to 2009 service levels and expansion	\$8M/year
MetroBase Final Project: Photovoltaics, parking and water harvesting	\$11.5 million
ParaCruz Operations Building (10-year goal) with a price tag of \$12 million	\$12 million
Pacific Station Renovation (10-year goal)	\$12 million
Ongoing bus replacements	\$2-3M/year

Bicycle/Pedestrian

Monterey Bay Sanctuary Scenic Trail (MBSST)	\$30M
Bike to Work/School Program	\$140K/yr
Community Traffic Safety Coalition	\$150K/yr
Bike Secure bike parking program	\$15k/yr
Arana Gulch-Broadway Brommer Bike/Ped Path	\$4.8M
Hwy 1 Bike/Ped Xing @ Chanticleer (also included in 41st-Soquel Aux)	\$9M
Hwy 1 Bike/Ped Xing @ Mar Vista	\$7.5M
Bean Creek Road Sidewalks (SVMS to Blue Bonnet), City of Scotts Valley	\$400
Branciforte Creek Bike/Ped Crossing, City of Santa Cruz	\$2.5M
San Lorenzo River Bike/Ped Bridge adjacent to RR Bridge, City of Santa Cruz	\$3.25M

Local Streets/Roads

Local Street and Road Pavement Needs (cost=beyond city/co revenues)	\$12M/year
Murray Street Bridge, City of Santa Cruz	\$11M (funded)
Wharf Roundabout, City of Santa Cruz	\$1M
Riverside Avenue Improvements, City of Santa Cruz	Cost?
West Cliff Path - Phase 2, City of Santa Cruz	\$400
Airport Blvd Improvements, City of Watsonville	\$1,500
Citywide Pedestrian Facilities, City of Watsonville	\$1,875
Freedom Boulevard Reconstruction (Lincoln to Alta Vista), Watsonville	\$1,500
Freedom Boulevard Reconstruction Ph 3 (Alta Vista to Davis), Watsonville	\$1,500
Neighborhood Traffic Plan Implementation, City of Watsonville	\$500
Ohlone Parkway Improvements (UPRR to W Beach), City of Watsonville	\$500
Mt. Hermon Rd./Scotts Valley Dr. Intersection Operations Improvement Project, City of Scotts Valley	\$1,000

2010 Regional Transportation Improvement Program

City of Capitola

Proj No: CAP 11

Clares Street Traffic Calming

Location

Const Sched: on hold

PPNO: NA

Implementation of traffic calming measures: chicanes, center island median, dedicated right turn lane, new bus stop, and road edge landscape treatments to slow traffic. Pedestrian crossings at 42nd and 46th Avenue. Construct safe, accessible ped x-ing at 42nd and 46th Av.

Clares Street from Wharf Road to 41st Ave.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Add'l Need	160					160						160					
Local	165		5	70		90				75	90						
RSTPX	100	100				100					100						
Totals	425	100	5	70		350				75	190	160					

Proj No: CAP 12

38th Avenue Reconstruction

Location

Const Sched: 2011

PPNO: 2202

Reconstruct roadway and construct 470 feet of curb, gutter and sidewalk immediately south of Capitola Road. May also include Class 2 Bike Lanes in each direction.

38th Avenue: approx 100 feet south of Brommer St to Capitola Rd.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local GF	158		36	97	25							158					
RSTPX	438	438				438					438						
Totals	596	438	36	97	25	438					596						

City of Santa Cruz

Proj No: SC 07 **Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Path)**

Location **Const Sched:** Fall 2012

PPNO: 1822 Install multipurpose trail through Arana Gulch to connect to existing class 2 facilities.

Broadway to Brommer Street/7th Ave. through Arana Gulch

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
CMAQ	262	262	262							262							
County	1,380			564		816								564	816		
Local	525			525						225	300						
RSTPX	202	202		140		62				140					62		
Rule 431	25		25							25							
STIP (TE)	2,430					2,430									2,430		
TDA	21	21	21							21							
TSM	12	12	12							12							
Totals	4,856	496	320	1,229		3,308				684	300			564	3,308		

Proj No: SC 43 **Beach Area Roundabout**

Location **Const Sched:** Oct 2010

PPNO: NA Installation of roundabout at Pacific Ave/Center intersection to reduce congestion. Includes bike lanes, sidewalks, landscaping, and road repairs in the vicinity.

Center/Pacific Avenue and vicinity

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
ARRA STR	550	800				550						550					
ARRA TE	200	200				200						200					
Local	583					583						583					
RDA	100		50	50						100							
Totals	1,433	1,000	50	50		1,333				100	1,333						

Proj No: SC 44a **West Cliff Drive Roadway Preservation**

Location **Const Sched:** Spring 2011

PPNO: NA Roadway preservation.

Swanton to Almar

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
ARRA	300					300							300				
Local	222			20		202							222				
RSTPX	98	98				98							98				
Totals	620	98		20		600							620				

City of Watsonville

Proj No: WAT 01 Hwy 1/ Harkins Slough Road Interchange

PPNO: 413

Reconstruct current half interchange to add on and off ramps to the northern side of the interchange in order to relieve congestion at Main Street (Hwy 152)/Green Valley Road intersection. Widen bridge, add bike lanes and sidewalks.

Location

Const Sched: 2014

Hwy 1 at Harkins Slough Rd. PM 2.3/2.5

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
STIP	7,340					462	6,878								462		6,878
Watsonville	2,523		285	1,140	243	855							285	1,140	243		855
Totals	9,863		285	1,140	705	7,733							285	1,140	705		7,733

Proj No: WAT 31 Freedom Blvd Rehab (High-Broadis/Lincoln)

PPNO: 2204 (1175)

Rehab roadway and add 0.7 miles of bike lanes. Remove and replace curb, gutter and sidewalk, construct ADA upgrades, plus install conduit, boxes, and vaults for future utility undergrounding project.

Location

Const Sched: Spring 2011

Freedom Blvd: High Street to Broadis Street/Lincoln I/S.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local	949		2	158		789				622	327						
RSTPX	751	751				751				751							
Totals	1,700	751	2	158		1,540				1,373	327						

County Health Service Agency

Proj No: CO 50b South County CTSC Program

PPNO: NA

Safety education programs in south county. May include distribution of safety education materials, bike helmet use promotions, pedestrian safety campaign, and bike and walk to school events.

Location

Const Sched: January 2010

South county

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
RSTPX	100	100					100					50	50				
Totals	100	100					100					50	50				

County of Santa Cruz

Proj No: CO 02

Graham Hill Road Improvements near Roaring Camp

Location

Const Sched: Jan 2011

PPNO: 0930

Widen shoulders, improve drainage, and add left turn pocket at Roaring Camp.

Graham Hill Road, Roaring Camp to .61 miles south

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local	855		50	175		630				225			630				
RSTPX	310	310	149		161					310							
STIP	2,976	2,976	100	125	80	2,671				305			2,671				
Totals	4,141	3,286	299	300	241	3,301				840			3,301				

Proj No: CO 17B

Calabasas Rd widening, bike lanes and sidewalks

Location

Const Sched: Spring 2012

PPNO: 2304

Install bike lanes, curb, gutter, sidewalks, and rehab on Calabasas Road.

Buena Vista Dr to Bradford Rd.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local	751		5	141	10	595				156					595		
RSTPX	250	250				250									250		
STIP (TE)	1,050					1,050									1,050		
TDA	390					390									390		
Totals	2,441	250	5	141	10	2,285				156					2,285		

Proj No: CO 36

State Park Drive/Seacliff Village Improvements

Location

Const Sched: Fall 2012

PPNO: 1870

Bike lanes, sidewalks, and bus turnouts on St. Park Dr, sidewalks and roadway rehab in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.

State Park Drive (Sea Ridge Rd to Santa Cruz Ave) and Santa Cruz Ave- Broadway- Center Ave loop.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Add'l Need	100					100									100		
County	1,045		5	100	45	895				105	45				895		
RSTPX	587	587				587									587		
TDA	263					263									262.912		
Totals	1,995	587	5	100	45	1,845				105	45				1,845		

Proj No: CO 42b

Green Valley Rd Pedestrian Safety Project

Location

Const Sched: 5/10

PPNO: NA

Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).

Green Valley Rd from Airport Blvd to Amesti Rd.

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Local	281		3		10	269									281.317		
TDA	11					11									10.683		
Totals	292		3		10	280									292		

Proj No: CO 51

Corralitos Rd Left Turn Lane (Bradley Elementary School)

Location

Const Sched: Spring 2012

PPNO: 2205

1260 foot left turn lane at Bradley Elementary School to improve traffic flow, especially during school drop off/pick up periods and associated roadside improvements

Corralitos Road, 0.85 miles north of Freedom Boulevard.

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
AB2766	130					130						130					
Add'l Need	192					192								192			
Local	100		5	35	10	80							10	90			
RSTPX	278	278				278							278				
Totals	700	278	5	35	10	680						130	288	282			

Proj No: CO 57

Soquel-San Jose Rd Overlay

Location

Const Sched: Fall 2011

PPNO: NA

Road repairs: Asphalt concrete overlay (est. 3 miles)

Soquel-San Jose Rd from Olson Rd to PM 8.51 (16,000 ft)

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
RSTP	760		13	51		697								760			
Totals	760		13	51		697								760			

Proj No: CO 58

Soquel Drive Overlay

Location

Const Sched: Fall 2011

PPNO: NA

Road repairs: Asphalt concrete overlay.

Soquel Dr: Borregas Dr. to St. Park Dr. (0.86mi)

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Local	105		13	54		38								105			
RSTP	700					700								700			
Totals	805		13	54		738								805			

Proj No: CO 61

Davenport Resurfacing

Location

Const Sched: Fall 2011

PPNO:

Roadway repairs/cape seal to roadways in Davenport area.

1st St & 3rd St (east end to Cement Plant Rd); Center St (Marine View Ave to w. end); Church St; Davenport Ave & Ocean St (Hwy 1 to Marine Ave); Fair Ave (Coast Rd to w end); Marine View Ave; San Vicente Ave

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local	50					50								50			
RSTPX	45	45				45								45			
Totals	95	45				95								95			

Ecology Action

Proj No: RTC 17

Ecology Action Transportation Program

Location

Const Sched: Ongoing

PPNO: NA

Community organization that promotes alternative commute choices. Work with employers, Cabrillo College Go Green Program, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.

Santa Cruz County, north of Freedom Blvd.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
AB2766	43						43			40	3						
CMAQ	532	532					532			472	60						
Local	216	0					216			165	14	18	18				
RSTP	82	82					82			82							
RSTPX	120	120					120					60	60				
Totals	993	734					993			759	77	78	78				

SCCRTC

Proj No: RTC 01

Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17

Location

Const Sched: Ongoing

PPNO: 0923

Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving.

Highway 17 from the Santa Clara/Santa Cruz county line to Mt. Hermon Rd in Scotts Valley. Highway 1 from Highway 9 in Santa Cruz to State Park Drive in Aptos.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
ARRA Bkup	320						320					320					
ARRA STR	180	180					180					180					
FSP Program	2,200						2,162			1,625	186	186	203				
RSTPX	180	180					180							180			
SAFE Reserves	221	152					221			152	69						
STIP (SOF)	615	615					615			615							
Totals	3,716	1,127					3,678			2,392	255	686	203	180			

Proj No: RTC 02

Commute Solutions Rideshare Program

Location

Const Sched: Ongoing

PPNO: 0922

Transportation demand management outreach and education. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about all alternative transportation modes, including transit, walking, bicycling, telecommuting, and park-n-ride lots. Avg annual cost: \$250k.

Countywide

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
CMAQ	1,496	1,495					1,496			909	587						
RSTP	382	132					382			132				250			
STIP (SOF)	536	536					536			536							
Totals	2,414	2,163					2,414			1,577	587			250			

Proj No: RTC 03

SC Branch Rail Line Acquisition, Corridor Preservation and Improvements

Location

Const Sched: 7/10

PPNO: 0932

Public purchase and improvement of the Santa Cruz Branch Rail Line right-of-way for preservation of current uses and future transportation purposes. Includes: environmental studies, pre-acquisition, acquisition and some rail line infrastructure improvements.

Davenport to Watsonville Junction

Fund Source	Total/source	Obl Til	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Earmark	1,490	1,490	240		1,250					1,490							
Prop 116	11,000	800	160		10,840					800	10,200						
RSTPX	250	250		250									250				
STIP	9,350	4,000			4,000	5,350							9,350				
STIP (SOF)	78	225	78							78							
TDA	317	95	50	5	262					317							
UP	400			100	300								400				
Totals	22,885	6,860	528	355	16,652	5,350				2,685	10,200	10,000					

Proj No: RTC 04

Planning, Programming & Monitoring (PPM) - SB45

Location

Const Sched: Ongoing

PPNO: 0921

Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects.

Countywide

Fund Source	Total/source	Obl Til	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
STIP	2,434	1,659				2,434				909	150	300	300	300	175	150	150
Totals	2,434	1,659				2,434				909	150	300	300	300	175	150	150

Proj No: RTC 24

Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)

Location

Const Sched: 2015

PPNO: 0073

Add High Occupancy Vehicle (Carpool) lanes from Aptos to Santa Cruz, add new bike/ped overcrossings, and operational improvements (ramp meters, modified intersections, TOS, soundwalls, & auxiliary lanes). (Aux lanes b/t Morrissey/Soquel listed under RTC 28).

In Santa Cruz County on Rte 1 between Morrissey Blvd. and Larkin Valley Rd. (PM 7.6/15.9)

Fund Source	Total/source	Obl Til	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
CMAQ	5,560	5,560	5,560							5,560							
RSTPX	5,474	5,474	5,474							4,024			1,450				
STIP	1,375	1,375	1,375							1,375							
Totals	12,409	12,409	12,409							9,584	1,375		1,450				

Proj No: RTC 27

Monterey Bay Sanctuary Scenic Trail Network

Location

Const Sched: 2012

PPNO: 1872

A network of bicycle and pedestrian facilities on or near the coast/Monterey Bay National Marine Sanctuary. Includes master planning study and environmental review.

Exact location TBD through Master Plan. May include trail segments adjacent to the Santa Cruz Branch Rail Line. Will link to trail network in Monterey County and the California Coastal Trail.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
CoastConsv	250						250						250				
Earmark	4,535	543	165			3,827	543			51	181		361		3942.40		
Local	100						100			26	29	25	20				
RSTP	332					332									332		
STIP (TE)	1,845			40		1,805									1845		
Totals	7,062	543	165	40		5,964	892			77	210	25	631		6,119		

Proj No: RTC 28

Hwy 1 Auxiliary Lanes: Soquel Ave. to Morrissey Blvd.

Location

Const Sched: RTL May 2011

PPNO: 6500

Construct auxiliary lanes, northbound and southbound, between Soquel Avenue and Morrissey Boulevard Interchanges.

Hwy 1 b/t Soquel and Morrissey (PM 14.9/15.9)

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Add'l Need	174		174										174				
CMIA	16,190					15,640			550				16,190				
Earmark	2,642	2,642	1,520	677	281			164		1,520	1,122						
Local	34	34	34							34							
RSTPX	954	954	667	287						200	368		386				
STIP	2,734	472	146	326	71			41	2,150	100	484		2,150				
Totals	22,728	4,102	2,541	1,290	352	15,640		205	2,700	1,854	1,974		18,900				

Proj No: RTC 30

Hwy 1 Bicycle/Ped Overcrossing at Mar Vista

Location

Const Sched: 2014

PPNO: 1968

Pedestrian overcrossing of Highway 1 at Mar Vista. Serves Mar Vista Elementary School.

At Mar Vista Drive connecting Seacliff and Aptos.

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
RSTP	967			85		882									85	882	
STIP (TE)	6,564			664	526	5,374									1190	5,374	
Totals	7,531			749	526	6,256									1,275	6,256	

Proj No: **RTC 31**

Park and Ride Lot Development

Location

Const Sched: 6/10

PPNO: NA

Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces. Long range plan: identify, purchase land, construct Park & Ride lots.

Countywide, with emphasis on southern sections of county.

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
RSTPX	160	160				115	45					30	130				
Totals	160	160				115	45					30	130				

Proj No: **RTC 32**

Bicycle Route Signage

Location

Const Sched: Fall 11

PPNO: NA

Define routes, develop and install signs aimed at encouraging bicycling/directing cyclists to preferred routes to various destinations countywide.

Countywide

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Add'l Need	400			125		275							400				
RSTPX	100	100		75		25						25	75				
Totals	500	100		200		300						25	475				

SCMTD

Proj No: **MTD 01**

MetroBase Consolidated Bus Operations Facility

Location

Const Sched: 2005-2010

PPNO: 0924

Construct a new facility at a centralized location to consolidate 7 operations, maintenance and administration facilities.

Harvey West - Encinal St/Hwy 9. Initially planned for westside of Santa Cruz.

Fund Source	Total/source	Obl Ttl	Envl	Design	ROW	Const	Other	ROWSup	Const Sup	Prior	08/09	09/10	10/11	11/12	12/13	13/14	14/15
FTA 5307	1,005					1,005				1,005							
FTA 5309	8,854		1,272	1,384	2,979	3,219				8,854							
HITT	3,374			1,870		1,504				3,374							
Local	14,080		318	1,184	879	11,699				12,383	1,697						
Prop1B-PTMISEA	26,429					26,429				4,404	2,491			2,481	17053		
STA	7,941			409		7,532				7,538	403						
STIP	1,137	1,137				1,137				1,137							
STIP (AB3090 Reim)	6,363	6,363				6,363				6,363							
Totals	69,183	7,500	1,590	4,847	4,863	57,883				38,695	10,954			2,481	17,053		

Proj No: MTD 19

Bus Stop Improvements

Location

Const Sched: 4/11

PPNO: 2284

Install, replace, repairs, and otherwise improve bus shelters and stops.

Santa Cruz County

<i>Fund Source</i>	<i>Total/source</i>	<i>Obl Ttl</i>	<i>Envl</i>	<i>Design</i>	<i>ROW</i>	<i>Const</i>	<i>Other</i>	<i>ROWSup</i>	<i>Const Sup</i>	<i>Prior</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>13/14</i>	<i>14/15</i>
Local	90		10	25	20	35						10	80				
STIP	500	500				500							500				
Totals	590	500	10	25	20	535						10	580				

Memorandum

To: Interagency Technical Advisory Committee (ITAC), SCCRTC
From: Bhupendra Patel, Ph.D. Senior Transportation Modeler, AMBAG
Meeting: August 4, 2011
Subject: Update on the AMBAG Regional Travel Demand Model (RTDM) Peer Review and Model Improvement Plan

RECOMMENDED ACTION:

Receive a presentation on the AMBAG Regional Travel Demand Model (RTDM) Peer Review and Model Improvement Plan.

Background and Discussion:

At the November 18, 2010 ITAC meeting, AMBAG staff presented the proposed AMBAG Regional Travel Demand Model (RTDM) improvement plan for your information and inputs. During March 28-29, 2011, AMBAG conducted a peer review for its current Regional Travel Demand Model (RTDM) and future model improvement needs. This peer review effort was supported by Federal Highway Administration (FHWA) under the Travel Model Improvement Program (TMIP). AMBAG's motivation for seeking a FHWA sponsored peer review was to ensure that AMBAG Staff, its policy board, regional transportation planning agencies (RTPA) and local jurisdictions have a state-of-the-practice modeling tool to support their land use and transportation planning needs. In this context, AMBAG was seeking input from the peer review panel on the following:

1. Receive external guidance on the current RTDM's functionalities
2. Identify possible model deficiencies
3. Receive recommendations for AMBAG's Model Improvement Plan (MIP)
4. Receive experienced advice on model development and applications
5. Receive expert opinion for agency resource needs, such as surveys/other data requirements, technical assistance, funding recommendations and time frame for model improvements

During the peer review all Regional Transportation Planning Agencies (RTPAs), Transit Agencies and Caltrans Directors were invited to participate and express their concern as well as their regional modeling needs. The final peer review report was approved by

the FHWA in June 2011 and circulated to RTPAs, Transit Agencies and Caltrans for their reference and future use.

The FHWA peer review report provides detailed recommendations on the current RTDM improvements as well as region's future modeling needs. Further details on the Peer Review recommendations can be viewed or downloaded at the web link:

http://www.ambag.org/programs/met_transp_plann/documents/report_5_16_11.pdf

During the next three years AMBAG is undertaking various model improvements and related projects. Your participation, inputs and supports will be greatly beneficial and truly appreciated by AMBAG. Following is a list of project underway for the Model improvement and related planning efforts:

1. **Origin and Destination Study:** Study long distance trips entering or leaving the AMBAG region and their origin and destination. This information is essential to model inter-regional and external-external travel.
2. **California Households Travel Survey (CHTS):** AMBAG region will be securing 1,114 additional samples to make regional total to 2,431 (1% of the 2005 American Community Survey reported households). The CHTS data will be used to develop and calibrate 2010 Base year AMBAG regional travel demand models as well as the next MTP/RTP development (Web link for CHTS project <http://www.dot.ca.gov/hq/tsip/tab/travelsurvey.html>).
3. **2010 AMBAG Model development:** AMBAG is working on bringing consultants on board by October 2011 to implement the peer review recommendations and develop the 2010 base year, 2020 and 2035 future year models. Your agencies participation to provide various key input datasets as well as local experience will be a great help for the model improvement. Once the consultant comes on board the list of information required for model inputs from local jurisdiction will be developed and circulated.
4. **Bicycle Model:** in accordance with AMBAG Board direction, staff has released a Request for Proposals for the Monterey Bay Area Bicycle Travel Demand Modeling Project. The bicycle travel demand modeling project will result in a tool that will be utilized by Air District staff and transportation planners around the region to conduct cost-benefit analyses of proposed and existing bicycle facility projects and will play a central role in ensuring that AMBAG's regional travel demand model is sufficiently sensitive to non-motorized travel. (Detailed RFP can be found at the web link below. http://www.ambag.org/proposal/AMBAG%20Bicycle%20Model%20RFP%20July%202011_Revision1.pdf).

Memorandum

To: Interagency Technical Advisory Committee (ITAC), SCCRTC
From: Bhupendra Patel, Ph.D. Senior Transportation Modeler, AMBAG
Meeting: August 4, 2011
Subject: Central Coast Intelligent Transportation System (CCITS) architecture update

RECOMMENDED ACTION:

Receive report on the Central Coast Intelligent Transportation System (CCITS) architecture update.

Background and Discussion points:

Beginning in 1998, stakeholder agencies from the 5 – County Central Coast region (Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara) worked collaboratively to begin to determine the region’s viability to apply Intelligent Transportation System (ITS). From 1998 through 2000, the stakeholder agencies, later identified as the Central Coast ITS Coordinating Group, worked in partnership to develop the 2000 Central Coast ITS Strategic Deployment Plan (SDP).

In late 2007, the Central Coast Intelligent Transportation System (CCITS) Coordinating Group, consisting of the MPOs / RTPAs from the region, Caltrans, transit operators, the CHP and FHWA completed the Central Coast ITS Implementation Plan. The 2007 CCITS Implementation Plan updates the 2000 Strategic Deployment Plan (SDP) and develops new products that will help each agency to better implement, operate, and maintain ITS projects. To keep pace with technological change and accommodate public needs as well as awareness towards the use of new technology, it is now time to update the CCITS architecture as well as ITS implementation plan to meet the federal standards.

Why is the ITS update is important for our region?

- As a region’s Metropolitan Planning Organization (MPO), it is required to develop and maintain the ITS Regional Architecture for the Metropolitan Planning Region in consultation and coordination with all transportation stakeholders.
- Make sure that the ITS projects meet the federal requirements to be eligible for federal funding
- Engage local and regional stakeholders in formulating ITS strategies and resulting project
- Improve mobility through integrated management of transportation assets (freeways, arterials, transit corridors)

What is next?

- **September 7, 8 or 9, 2011**, a one day training on how to use Turbo Architecture to maintain and implement your own regional ITS architecture. RTPA and AMBAG staffs are invited for the workshop.

- Establish web base update process for Monterey Bay ITS maintenance plan.
- Provide an orientation to all ITS stakeholders to use and update their ITS project status over web.

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To: Interagency Technical Advisory Committee (ITAC)

From: Rachel Moriconi, Senior Transportation Planner

RE: Project Initiation Documents for Highway Projects

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) identify projects on the State highway system that they intend to pursue in the next three to five years and indicate if they plan to produce and reimburse Caltrans for oversight on the Project Initiation Documents (PID) for those projects.

BACKGROUND

Prior to initiating capital projects on the State Route System, Project Initiation Documents (PIDs), typically Project Study Reports (PSR), are developed to identify scope, schedule, and cost information to be used to inform funding decisions. PIDs are required by state legislation for State Highway Operation and Protection Program (SHOPP) projects, by California Transportation Commission (CTC) resolution for State Transportation Improvement Program (STIP) projects, and by Caltrans policies for other highway projects, such as those being implemented by local agencies.

In the past Caltrans prepared the PID for both Caltrans sponsored projects and for projects sponsored by other entities, solely at state expense. Caltrans would typically allocate the appropriate resources and complete the work for the PIDs or provide oversight for PIDs developed by local agencies. As part of the FY10/11 State Budget, Governor Schwarzenegger significantly reduced the Caltrans budget for PIDs via line-item veto. Through another line-item veto, the FY11/12 budget further requires local agencies to reimburse Caltrans for oversight on PIDs. In order to move forward with highway projects, many agencies, such as local jurisdictions, Regional Transportation Planning Agencies (RTPA), and Self Help Counties, are funding the development of PIDs with their own revenues.

DISCUSSION

Given significantly reduced funds available for PID development and oversight at Caltrans, as well as restricted state, federal, and local funds available for highway project construction in general, Caltrans has begun developing a 3-year Strategic Plan for developing PIDs (essentially, Caltrans work plan for PIDs). Based in part on pressure from the Legislative Analyst Office, the goal is to only produce documents for projects that could be reasonably funded in the near future.

As such, Caltrans has requested that agencies identify highway projects that local agencies will be producing PIDs for, and Caltrans will be asked to provide oversight on, over the next 3

years. Given the proposal to fund 41st Avenue-Soquel Dr/Ave Auxiliary Lanes with State Transportation Improvement Program (STIP) shares through 2020 and that the Project Report (PR) for the HOV Lanes project should allow other modifications analyzed as part of that document to move forward should a new funding source become available, **staff does not recommend that the RTC nominate additional projects for PID development at this time.** However, local jurisdictions that would like to pursue additional highway projects for which both PID development and oversight, as well as project construction, could be realistically funded with other non-STIP revenues in the next 5 years, should request to have those projects included in Caltrans' 3-year PID Strategic Plan.

Staff recommends that Interagency Technical Advisory Committee (ITAC) members identify projects on the State highway system that they intend to pursue.

Projects previously identified for potential inclusion in the 3-year PID Strategic Plan include:

Project	Sponsor
SCR-1-17.2/18.2 San Lorenzo Bridge	Santa Cruz
SCR-152-T2.5 Intersection Improvements at Freedom Blvd	Watsonville
SCR-09-5.8/8.1 Bicycle lanes and sidewalks	TBD-County?
SCR-01-13.2 Intersection improvements at Bay Avenue U. C. Modify signal, bus stop and turn-lanes	Santa Cruz
SCR-01-18.1/18.3 Intersection improvements at Mission/Chestnut/King St	Santa Cruz
SCR-01-17.6/17.8 New Interchange at Harvey West Blvd and Highway 01	Santa Cruz

As noted in previously distributed correspondence from Caltrans, Caltrans is working on agreements with local agencies to reimburse Caltrans for work on PIDs for non-SHOPP projects. Caltrans has also established several committees focused on streamlining, and thereby reducing the cost to prepare, PIDs and is making a streamlined PSR-PDS the standard PID for locally-sponsored highway projects.

SUMMARY

Caltrans is developing its 3-year work plan for PID development. Staff recommends that agencies identify projects on the State highway system that they intend to pursue in the next 3-5 years.

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Legislative Update

RECOMMENDATIONS

This item is for information only.

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 in Sacramento and Washington, D.C., as well as 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

State Budget

On June 30, Governor Brown signed the FY 2011-12 State Budget that was passed by the Democratic majority of the Legislature two days earlier. Since January, legislators closed the state's deficit with a combination of more than \$12 billion in cuts, about \$3.5 billion in fund shifts and internal borrowing, and higher revenue assumptions. The budget includes a \$500 million reserve. The budget did not include extension of some taxes set to expire on July 1, resulting in a reduction of the state sales tax rate by 1 cent. Democratic leaders announced that they would pursue a ballot initiative to bring tax increases before voters in November 2012. The budget includes realignment of many public safety and health and human services to counties, along with funding to do so; though did not include dedicated revenues and constitutional protections counties were seeking. The Governor, however, has continued to state his commitment to constitutional protections at a later date.

The following is a summary of provisions of the budget that could impact local transportation programs and projects.

- **Bonds:** The passage of a budget allows the state to proceed with selling bonds needed for Proposition 1B and other programs. A total of \$3.3 billion has been authorized for Proposition 1B projects this fiscal year, though availability is dependent upon adequate bonds sales. The RTC has advocated for bonds to be sold this summer, however, bonds may not be sold until this

fall, which could impact schedules for the Highway 1 Soquel-Morrissey Auxiliary Lanes and MetroBase projects.

- The “Gas Tax Swap” deal remains intact: Revenues from the per gallon gasoline excise tax and sales tax on diesel will continue to flow to transportation this year. As outlined in AB 105 (approved March 2011), the swap effectively replaced the sales tax on gasoline (and protections associated with Proposition 42) with a 17.3 cent-per-gallon gasoline tax increment (excise tax). After payment of debt service, these excise tax funds will be split 44% for the State Transportation Improvement Program (STIP), 12% for State Highway Operations and Protection Program (SHOPP) and 44% for local streets and roads (LSR). 75% of the revenues from the new sales tax on diesel will flow to the State Transit Account, which is used to fund local transit systems. Additionally, truck weight fees will be used to pay debt service.
- Through AB 115 (approved as part of the June budget) the repayment dates for older Public Transportation Account and State Highway Account loans have been pushed out and weight fee revenue not needed for transportation bond debt is redirected to the General Fund (GF) as a loan (approximately \$840 million). Caltrans anticipates these repayment delays will impact programming capacity.
- Project Initiation Documents (PID): While the Legislature designated funds from the State Highway Account (SHA) to fund Caltrans review of Project Initiation Documents (PIDs) for local-lead projects on the state highway system, the Governor used his line item veto authority to eliminate funding for 47.5 Caltrans positions designated for this review (\$6.4 million). As a result, local agencies will have to pay Caltrans to review these documents for state highway projects. This could impact projects such as the Highway 1/San Lorenzo River Bridge Widening in the City of Santa Cruz and studies for the Freedom Boulevard/Main Street/Highway 152 Intersection in Watsonville.
- The Budget eliminates redevelopment agencies (RDA), diverting approximately \$1.7 billion in funds that otherwise go to RDAs to the State General Fund. It allows the return of RDAs under new, more stringent conditions. This is being challenged in court, with RDAs arguing in part that RDA funds were dedicated and constitutionally protected under Proposition 22. RDAs have been a major source of revenue for local road, bike, pedestrian, and highway projects.
- Changes to rules related to collection of sales taxes for on-line purchases could result in higher sales tax revenues designated for Santa Cruz Metro and the Transportation Development Act (TDA), though this change is being challenged by entities such as Amazon.com.
- The budget replaces three-day per month furloughs with a one-day per month personal leave day for State employees.

California Redistricting Commission

The new California Redistricting Commission has nearly completed drawing California's new legislative and congressional boundaries, assuming a duty formerly handled by the Legislature. Voters created the Redistricting Commission by passing Proposition 11 in 2008. Current proposals would have one state senator representing all of Santa Cruz County; the Watsonville area represented by one Assembly member with the remainder of the county represented by another; and the county represented by two Congress members. Proposals are subject to change, especially given that several groups are planning to file lawsuits on whatever is adopted by the Redistricting Commission.

Federal Transportation Act Update

The current federal transportation act, SAFETEA-LU, expired on September 30, 2009. Seven extensions have been approved by Congress since 2009, with the latest set to expire on September 30, 2011. In July, House and Senate transportation leaders released outlines of their proposals for the next multi-modal surface transportation authorization bill. Details will not be known until bill language is released, which many believe will not happen before the August recess.

On July 7, 2011, Congressman John Mica (R-FL), chairman of the House Transportation and Infrastructure Committee (T&I), released a 17-page broad outline of his proposal for a six-year bill. The proposal includes opportunities to expand project financing, streamline project delivery, and simplify federal grant programs. Severely restricted due to the fiscal constraints established by the House GOP budget resolution and rules, the Mica proposal would reduce funding for road and transit investments by over 30%, to \$230 billion. Current continuing resolutions authorize \$43 billion to FHWA and \$8 billion to FTA annually; this proposal would drop that to \$38 billion total (with ratios between highway and transit funding expected to remain the same). Beyond the reduced funding levels, staff is concerned that the proposal to focus on National and Interstate Highways that serve interstate travel/commerce---could mean less funding for areas such as Santa Cruz County. Congressman Mica also proposes to consolidate or eliminate 70 of the 104 transportation programs that currently exist, including programs previously restricted to non-highway projects such as the Transportation Enhancement and Safe Routes to Schools programs. Details on programs to be consolidated have not yet been released. The full proposal outline is available at: http://republicans.transportation.house.gov/Media/file/112th/Highways/Reauthorization_document.pdf

On July 19, 2011, Senators Barbara Boxer (D-CA), Senate Environment and Public Works Committee chairwoman, and James Inhofe (R-OK), ranking minority member of the committee, released a bipartisan 3-page outline for the federal surface transportation reauthorization legislation they have dubbed "Moving Ahead for Progress in the 21st Century" (MAP-21). MAP-21 would be a two-year, \$109 billion surface transportation reauthorization bill that would maintain current funding levels. The Senate Finance Committee has not determined how to generate the

estimated \$12 billion in extra revenue needed to pay for the legislation, however. Similar to the Mica bill, MAP-21 includes proposals to expand project financing, streamline project delivery, and simplify federal grant programs.

Earlier this year, a U.S. Department of Transportation (DOT) “unauthorized leaked” draft proposal for the next Federal Transportation Act included \$550 billion over 6 years (approximately the same levels as SAFETEA-LU), including frontloading \$50 billion as previously announced by the President. However a \$550 billion proposal would require revenue increases which have not been seriously discussed by Congress or the President.

SUMMARY

This report provides an update on state and federal legislative activities.

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