



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

AGENDA

**Thursday, January 19, 2012
1:30 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 November 17, 2011 ITAC meeting - Page 3
6. Safe Routes to School Program (SR2S) Call for Projects – Applications due March 30, 2012 - Page 7
7. Caltrans Planning Grants Call for Projects and Workshop – Applications due April 2, 2012 -Page 8
8. National Transit Institute Courses - Page 12

REGULAR AGENDA

9. Status of ongoing transportation projects, programs, studies and planning documents -
Verbal updates from project sponsors
 - a. Caltrans Monthly Construction Report - Page 17

10. Update on Highway 1 Soquel to Morrissey Auxiliary Lanes Construction - *Page 20*
 - a. Staff Report
 - b. Flyer Project Kick-Off Meeting
11. AMBAG Model Improvement Plan Update - *Page 24*
 - a. Oral Report from AMBAG Staff
 - b. Memorandum from Anais Schenk, AMBAG
12. Monterey Bay Area 511 Traveler Information System Update - *Page 26*
 - a. Staff Report
13. State and Federal Legislative Updates - *Page 27*
 - a. Summary of Governor's Budget
 - b. Excerpts from the JEA Capital Weekly Report
 - c. Key concerns on MAP-21
14. Update on Adoption of the *2012 Regional Transportation Improvement Program* - *Page 33*
 - a. RTC Approved Projects list
15. State Highway Operation and Protection Program (SHOPP) - *Page 35*
 - a. Draft 2012 SHOPP project list

NEXT MEETING: The next ITAC meeting is scheduled for **February 16, 2012** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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

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

DRAFT MINUTES

Thursday, November 17, 2011
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Ken Anderson, City of Scotts Valley Public Works
Tove Beatty, Santa Cruz METRO
Teresa Buika, UCSC
Russell Chen, County Planning Proxy
Mark Dettle, City of Santa Cruz Planning Proxy
Dan Herron, Caltrans District 5
Steve Jesberg, City of Capitola Public Works and Community Development Proxy
David Koch, City of Watsonville Public Works
Maria Esther Rodriguez, City of Watsonville Community Development Proxy
Chris Schneider, City of Santa Cruz Public Works
Anais Schenk, Association of Monterey Bay Area Governments (AMBAG)
Steve Wiesner, County Public Works
Majid Yamin, City of Scotts Valley Community Development Proxy

STAFF PRESENT

Rachel Moriconi

OTHER PRESENT

Adam Fukushima, Caltrans District 5
Donn Miyahara, Caltrans District 5 (*via telephone*)

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1. Call to Order – Chair Chris Schneider called the meeting to order at 1:35 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – None.
 4. Additions or deletions to consent and regular agendas – A flyer on the Monterey Bay Sanctuary Scenic Trail (MBSST) Public Workshops and Page 2-20 of the *2010 Regional Transportation Plan (RTP)* regarding jurisdictions' transportation budgets was distributed for Item 11.

CONSENT AGENDA (Rodriguez/Dettle) approved unanimously

5. Approved minutes of the September 22, 2011 ITAC meeting.
6. Received December 6, 2011 Designing for Pedestrian and Bicycle Safety Workshop Notice

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal

updates from project sponsors

County of Santa Cruz: Steve Wiesner reported that construction of the STIP-funded Graham Hill Road safety project is wrapping up for the winter, though utility relocations will be taking place over the next few months. There will be some one lane and two-day closures. Storm damage repairs are nearly complete on Schulties and Bear Creek Roads. The East Cliff Parkway project is scheduled for completion in early summer 2012.

Watsonville: Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard Reconstruction project continues. The City is also finishing up its annual street maintenance projects for the winter. The City's Proposition 1B TLSP-funded Signal Synchronization project along Freedom Boulevard, Airport Boulevard, and Green Valley Road will be going live soon. Safe Routes to Schools-funded pedestrian improvements near several schools throughout Watsonville are currently in design, with construction scheduled for early next year.

Caltrans: Dan Herron announced that Caltrans has awarded Safe Route to Schools funds totally over \$1 million to three projects in Santa Cruz County. He also reported that Caltrans is starting construction of 14 miles of guardrails on Highway 1 between 41st Avenue and Monterey County. There will be some lane closures between 9:00 p.m. and 6:00 a.m. through March. He also distributed information on grant opportunities: the federal highway Discretionary Grants, including \$29 million for the Transportation, Community, and System Preservation Program (TCSP) program which can be used to fund bicycle/pedestrian and other projects, and the Proposition 84 Sustainable Communities Grant. He noted that Caltrans will be soliciting applications for Caltrans' Planning Grant programs soon. He also noted that he will be retiring in December and introduced Adam Fukushima who will be taking over as the Caltrans Planner for Santa Cruz County.

Scotts Valley – Ken Anderson reported that the City is putting the final overlay on the Lockhart Gulch storm damage repair.

SCCRTC - Rachel Moriconi reported that that the RTC will be hosting workshops on the Monterey Bay Sanctuary Scenic Trail (MBSST) project December 13-15; integrating Sustainable Transportation Access Rating System (STARS) into the Regional Transportation Plan (RTP) on November 17; and Designing for Pedestrian and Bicycle Safety on December 6. She reported that the Highway 1 Soquel-Morrissey Auxiliary Lanes project is out to bid, with the RTC scheduled to award a construction contract in mid/late December and tree removal to be completed by the end of February. She noted that the RTC is still awaiting final approval from the Surface Transportation Board for the Rail Line purchase. Steve Jesberg requested an electronic copy of the MBSST workshop flyer.

AMBAG – Anais Schenk reported that AMBAG is in the process of implementing its Regional Model Improvement Plan, including hiring a consultant to assist with the model update. A webportal is being set up where local agencies will update information on the existing road network. A webinar on the webportal and model update will be held in December. Local jurisdictions will need to review and update files by February.

Ecology Action – Piet Canin reported that despite the rain over 5500 people participated in the Fall Bike to Work event. He noted they are working with County Health Services on a \$400,000 Safe Routes to Schools non-infrastructure grant targeting eight schools. The agency will also be working with the City of Santa Cruz on education and walking school bus elements of a project at Westlake Elementary School. Ecology Action is also working with others entities on planning, development, and implementation of electric vehicle stations throughout the Monterey Bay area.

UCSC - Teresa Buika reported that the University recently installed Electric Vehicle charging stations.

City of Capitola – Steve Jesberg reported that the City is working with businesses regarding design of the RSTPX-funded 38th Avenue bicycle lane and sidewalk project. Design of the RSTPX-funded Clares Street Traffic Calming is nearly complete, with workshops scheduled for January.

SC Metro – Tove Beatty reported that the Bus Stop Improvement project construction continues, below budget, thus more than the original 107 stops will receive upgrades. Installation of a second CNG fuel tank is underway, which will allow more vehicles to use CNG. Metro is getting new vehicles through a State of Good Repair grant that will also provide real time information to drivers. Metro is also evaluating a new restraint system for vehicles to meet ADA requirements for large mobility devices. Metro is waiting to start construction of the operations facility on River Street until Proposition 1B bond (PTMISEA) funds are released. It will include significant pile driving. The Watsonville Transit Study is underway, with onboard survey information scheduled for release in March 2012. She also expressed concern about the overall federal surface transportation act happening this year in either House.

City of Santa Cruz – Chris Schneider reported that construction of Laurel St. safety improvements near the High School will start soon and that the City is rebidding the West Cliff Path project.

8. Augmentation of Local Funds

Rachel Moriconi reported that the RTC board recently discussed the need for new local funding sources and directed staff to initiate the process to hire a consultant to poll voters about possibly increasing vehicle registration fees by up to \$10 for transportation projects. If there is strong support, the RTC could become a Congestion Management Agency (CMA) again and seek voter approval as early as November 2012. ITAC members indicated support for increasing revenues for transportation projects.

9. Draft 2012 Regional Transportation Improvement Program (RTIP) Recommendations

Rachel Moriconi reviewed preliminary staff recommendations for approximately \$9 million in State Transportation Improvement Program (STIP) funds and \$1.4 million in Regional Surface Transportation Program (RSTP) funds.

The ITAC unanimously approved a motion (Yamin/Dettle) that the RTC approve the staff recommendations for programming STIP and RSTP funds (*with Beatty, Canin, and Schenk abstaining*). After discussing California Transportation Commission (CTC) priorities for STIP funds and local streets and roads, **the Interagency Technical Advisory Committee (ITAC) unanimously approved a motion (Wiesner/Jesberg) to have the ITAC send a letter to the CTC Executive Director advocating that the CTC program STIP funds consistent with the RTC's balanced proposal of both highway and local street and road projects.**

10. Draft 2012 Legislative Programs

Rachel Moriconi reported that the RTC is in the process of developing the 2012 State and Federal Legislative Programs. She requested that members inform her of any recommended additions or changes by December 15, 2011.

11. Local Street and Road Maintenance Report

Rachel Moriconi reported that the RTC has requested a report on local street and road (LSR) needs and revenues. She requested input from the ITAC on possible information to include in the report. The committee discussed the importance of clearly communicating needs and shortfalls to the community. This includes information on gas taxes, the limited amount of property and parcel taxes that go to roads, and what could be done at different funding levels. Public works staff indicated that the backlog of needs may be over \$300 million and that the summary of annual needs versus budgets included in the Regional Transportation Plan (RTP) needs to be updated. Steve Wiesner agreed to work with staff to develop a survey of public works departments.

The meeting adjourned at 2:40 p.m. The next ITAC meeting is scheduled for **January 19, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

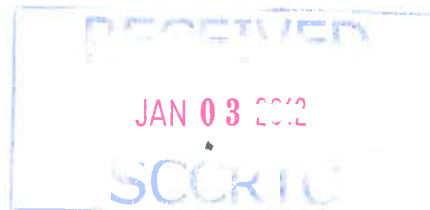
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DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



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December 28, 2011

Rachel Moriconi
Sr. Transportation Planner
Santa Cruz Co. Reg. Trans. Comm.
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Ms. Moriconi:

We are now accepting applications for the Tenth Cycle of the Safe Routes to School Program (SR2S) with applications due to our office by March 30, 2012.

The amount of funding available for Cycle 10 is \$45 million which would be funded from the 2011/12 State Budget Act and projected funding from the 2012/13 Fiscal Years. Applications must be for capital projects such as sidewalks, pathways, bike lanes, traffic calming, etc. (with up to 10 percent available for non-infrastructure activities such as education, encouragement and enforcement). **Only cities and counties are eligible to compete for these funds.**

To view the updated SR2S Guidelines and Application, please visit:
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

If you have any questions, please contact Mikie Wickersham, of my staff, at (805) 549-3074.

Sincerely,

A handwritten signature in cursive script that reads "Garin Schneider".

GARIN SCHNEIDER
District Local Assistance Engineer

To: Interested Parties

From: Adam Fukushima [mailto:adam_fukushima@dot.ca.gov]

Subject: Caltrans Planning Grants Call for Projects and Workshop

Applications are now being accepted through Monday, April 2, 2012 for the FY 2012/2013 Transportation Planning Grants Program.

Transportation planning grants promote a balanced, comprehensive multi-modal transportation system. These grants may be used for a wide range of transportation planning purposes, which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

The California Department of Transportation (Caltrans), Division of Transportation Planning, provides the following transportation planning grant programs:

- « Environmental Justice
- « Community-Based Transportation Planning
- « Partnership Planning
- « Transit Planning (Statewide or Urban Transit Planning Studies, Rural or Small Urban Transit Planning Studies and Transit Planning Student Internships).

A grant workshop will be held in District 5:

February 10, 2012

10:00 AM-11:30AM

Monterey Conference Center, Ferrante Room

One Portola Plaza

Monterey, CA 93940

More information about this grant program and how to apply can be found at the following link:

http://www.dot.ca.gov/dist05/planning/community_planning.htm#TPGP

Adam Fukushima, PTP
Transportation Planning
California Department of Transportation - District 5
50 Higuera Street
San Luis Obispo CA 93401
(805) 549-3131

7 UH UbG Transportation Planning Grant Summary

Now accepting applications for FY 2012-2013

Applications are due via email by 5:00 p.m., Monday, April 2, 2012

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Community-Based Transportation Planning (CBTP)	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety.	<p>The following may apply directly or as a sub-applicant:</p> <ul style="list-style-type: none"> Metropolitan Planning Organizations and Regional Transportation Planning Agencies Cities and Counties Transit Agencies Native American Tribal Governments <p>The following may apply only as a sub-applicant:</p> <ul style="list-style-type: none"> Universities and Community Colleges Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities** 	10% minimum of the grant amount requested. At least 7.5% of the grant amount requested must be cash match and the rest may be in-kind.*
Environmental Justice (EJ)	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	<p>The following may apply directly or as a sub-applicant:</p> <ul style="list-style-type: none"> Metropolitan Planning Organizations and Regional Transportation Planning Agencies Cities and Counties Transit Agencies Native American Tribal Governments <p>The following may apply only as a sub-applicant:</p> <ul style="list-style-type: none"> Universities and Community Colleges Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities** 	10% minimum of the grant amount requested. At least 7.5% of the grant amount requested must be cash match and the rest may be in-kind.*

* For in-kind contribution requirements, refer to each grant program's section in this Guide.

** Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the state. (Government Code Section 811.2)

Note: Redevelopment Agencies cannot apply as an applicant or sub-applicant until AB X1 26 and 27 have been resolved. Please consult your district contract manager before submitting your grant application to the EJ or CBTP grant program to determine eligibility.

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Partnership Planning	<p>Federal Highway Administration</p> <p>State Planning and Research, Part 1</p> <p>Budget Federal funds \$1,200,000</p> <p>Grant Cap \$300,000</p>	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> Metropolitan Planning Organizations and Regional Transportation Planning Agencies <p>Caltrans District 4 Only:</p> <ul style="list-style-type: none"> Transit Agencies Cities and Counties Native American Tribal Governments <p>The following may only apply as a sub-applicant:</p> <ul style="list-style-type: none"> Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Other Public Entities** 	<p>20% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an in-kind contribution. Additional local funds above the minimum local match are desired.</p>
Statewide or Urban Transit Planning Studies	<p>Federal Transit Administration Section 5304</p> <p>Budget Federal funds \$1,500,000</p> <p>Grant Cap \$300,000</p>	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> Metropolitan Planning Organizations and Regional Transportation Planning Agencies <p>Caltrans District 4 Only:</p> <ul style="list-style-type: none"> Transit Agencies Cities and Counties Native American Tribal Governments <p>The following may only apply as a sub-applicant:</p> <ul style="list-style-type: none"> Transit Agencies Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Other Public Entities** 	<p>11.47% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an in-kind contribution.</p>

* For in-kind contribution requirements, refer to each grant program's section in this Guide.

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Transportation Planning Grant Summary Chart

<p style="text-align: center;">Rural or Small Urban Transit Planning Studies</p>	<p>Federal Transit Administration Section 5304</p> <p style="text-align: center;">Budget Federal funds \$1,000,000</p> <p style="text-align: center;">Grant Cap \$100,000</p>	<p>Fund public transportation planning studies in rural or small urban areas of California (transit service area with population of 100,000 or less).</p>	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> • Metropolitan Planning Organizations and Regional Transportation Planning Agencies <p>Caltrans District 4 Only:</p> <ul style="list-style-type: none"> • Transit Agencies • Cities and Counties • Native American Tribal Governments <p>The following may only apply as a sub-applicant:</p> <ul style="list-style-type: none"> • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	<p>11.47% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an in-kind contribution.</p>
<p style="text-align: center;">Transit Planning Student Internships</p>	<p>Federal Transit Administration Section 5304</p> <p style="text-align: center;">Budget Federal funds \$300,000</p> <p style="text-align: center;">Grant Cap \$50,000</p>	<p>Fund student internship opportunities in transit planning at public transit agencies.</p>	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> • Metropolitan Planning Organizations and Regional Transportation Planning Agencies <p>Caltrans District 4 Only:</p> <ul style="list-style-type: none"> • Transit Agencies • Cities and Counties • Native American Tribal Governments <p>The following may only apply as a sub-applicant:</p> <ul style="list-style-type: none"> • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	<p>11.47% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an in-kind contribution.</p>

* For in-kind contribution requirements, refer to each grant program's section in this Guide.

** Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the state. (Government Code Section 811.2)

Upcoming National Transit Institute Courses

Four courses provided by the National Transit Institute are scheduled in Monterey County over the next few months.

- Introduction to Metropolitan Transportation Planning, February 1-3, 2012, Marina Library, 190 Seaside Circle, Marina, CA 93933
- Transportation and Land Use, March 7-9, 2012, Marina Library
- Financial Planning in Transportation, March 28-30, 2012, Marina Library
- Transit-Oriented Development, April 12-13, 2012, Monterey County Administrative Office, 168 W. Alisal Street, 3rd Floor, Monterey Room, Salinas, CA 93901

Additional information on these courses is provided below.

Courses are hosted by the National Transit Institute and free for government agency employees. Staff time to attend courses and help with setup as needed are covered in the adopted Agency budget. Local agencies are encouraged to send staff to these courses, which have a total capacity of 35 attendees. Visit <http://www.ntionline.com/courses/list.php> or email gstern@nti.rutgers.edu to register.

Introduction to Metropolitan Transportation Planning: February 1-3, 2012, Marina

Description: This course is a cooperative effort among the Federal Highway Administration (both the FHWA Office of Planning and the National Highway Institute), the Federal Transit Administration and the National Transit Institute. This course provides a general introduction and overview of the metropolitan transportation planning process. It covers the basic concepts, products, and participants in the process. The training program teaches both procedural and substantive aspects of the metropolitan transportation planning process as well as some "best practices" and federal requirements.

Audience: This course is targeted to planning, transportation planning, programming, and project development staff working or participating in the metropolitan transportation planning process. These professionals will be from MPO's, state or local DOTs, transit agencies, or federal DOT. They may also be from state or federal resource and regulatory agencies such as EPA, the Army Corps of Engineers, the US Coast Guard, the Fish and Wildlife Service, or the Park Service.

Objectives: To explain why the metropolitan transportation planning process exists and why it is important.

- To identify the requirements of the metropolitan transportation planning process and describe the products
 - To identify the players in the process and describe their roles and responsibilities
 - To distinguish among vision, goals, objectives and measures of effectiveness (MOEs) and describe the proper use of each
 - To explain how to identify transportation needs and problems and how to analyze and evaluate alternative strategies
 - To recognize the components of the "transportation plan" and the transportation improvement program (TIP)
 - To explain relationships between planning and project development
 - To describe why planning is a continuous process, requiring monitoring of the system condition and performance
-

Transportation and Land Use: March 7-9, 2012, Marina

Description: Transportation and Land Use is a three-day course that is designed to help practitioners develop a multimodal transportation system that supports desired land uses and help shape land uses to support the transportation system. The course will assist participants in understanding the relationships between transportation and land use; the processes through which transportation and land use issues can be jointly addressed; and implementation steps to ensure that transportation and land use systems are designed in a compatible, mutually supportive manner. The course is targeted towards a diversity of participants, including planning and engineering staff at state, regional, local, and federal transportation agencies; local planning staff and officials; staff of other resource agencies; consultants for these agencies; and other stakeholders such as developers, citizen activists, and business leaders.

Audience: The primary audience includes: transit operators, MPO staff, Federal employees (FTA, FHWA, EPA), state DOT planners and transportation specialists, city and county engineers and planners, resource agency staff and consultants. Secondary audience includes: elected officials, regulatory agency staff, local zoning officials, site designers, citizen activists, developers, media representatives, and business leaders.

Objectives:

- Explain how transportation decisions affect land use, growth patterns, and related community impacts on both regional and local scales.
- Explain how land use patterns affect peoples travel patterns and the overall performance of the transportation system.
- Describe the various transportation planning processes (including statewide planning, metropolitan planning, corridor planning/alternatives analysis, the NEPA process, subarea planning, and project development) and how land use considerations can be integrated into these processes.
- Describe local comprehensive planning and land use regulatory activities, and how the process and outcomes of these activities can support local and regional transportation objectives.
- Identify the full range of stakeholders (including public agencies, private and non-profit organizations, and the general public) that should be involved in transportation and land use planning and decision making, and describe methods for involving these stakeholders.
- Describe methods that are available for implementing coordinated transportation and land use strategies.
- Identify analytical tools that are available for measuring and forecasting the impacts of transportation and land use decisions.

Financial Planning in Transportation: March 28-30, 2012, Marina

Description: Federal transportation planning requirements have long called for the development of continuing, cooperative, and comprehensive metropolitan and statewide transportation planning processes. These processes include the development of long range transportation plans, metropolitan area transportation improvement programs (TIP), and statewide transportation improvement programs (STIP). The TIP and the STIP identify investments and strategies to implement the long range plans. The metropolitan long range plan, the TIP and the STIP must include financial plans identifying the source of funds from public and private sectors that can reasonably be expected to be available to carry out the policies, strategies, and investments identified in these planning documents. In addition, they must be fiscally constrained to demonstrate that identified policies, strategies, and projects can be implemented using revenues that are currently available or that can reasonably be projected for the future. In order to meet these requirements, transportation planning professionals need to know how to develop a sound financial plan that identifies funding sources for needed investments, and demonstrates the reasonably reliable means to maintain and operate the existing federally funded transportation system. The Federal Transit Administration and the Federal Highway Administration have joint oversight authority to ensure statewide and metropolitan planning processes including the development of the long range transportation plan and the metropolitan and statewide transportation improvement programs adhere to applicable federal laws and regulations.

Note that this course does not focus on the special financial planning requirements for New Starts projects.

Audience: Metropolitan Planning Organization, State Department of Transportation, and transit agency planning staff and financial analysts who are involved in the preparation of long-range transportation plans and improvement programs and the development and/or review of fiscal constraint documentation.

Objectives: Upon completion of the course, participants will be able to:

- List the federal requirements related to developing financial plans and demonstrating fiscal constraint as part of the transportation planning and programming process
- Develop reasonable revenue forecasts
- Identify and project the different types costs associated with maintaining existing transportation assets and building new capacity
- Discuss the causes of revenue and cost uncertainty
- Align revenues and expenses to demonstrate fiscal constraint
- Explain the mechanics of financing and transportation financing instruments
- List the potential benefits and considerations associated with public private partnerships and alternative project delivery strategies
- Review best practices for developing fiscally constrained plans

Transit-Oriented Development: April 12-13, 2012, Salinas

Description: Transit-Oriented Development (TOD) is defined as compact, mixed-use development near transit that creates sustainable communities where people of all ages and incomes have transportation and housing choices where people can walk, bike, and take transit. The goal of this course is to help transportation and land use professionals effectively participate in the planning, funding, and implementation of transit-oriented projects that improve the environment, create a sense of community, and boost transit ridership.

Audience: The primary audience includes transit agency planners and development specialists, State DOT planners and engineering, MPO staff, Federal employees (FTA, FHWA, FRA, HUD, DOL, DOE and others), city and county engineers and planners and consultants.

This course is an intermediate course. Although not required, participants should have a working knowledge of basic transportation, land use planning, transit planning, and operational concepts.

Objectives: Upon completion of the course, participants will be able to:

- Express how transportation and land use planning must be linked to support successful TOD initiatives.
- Recognize the factors that are converging to make TOD particularly attractive now and in the future.
- Relate the importance of customer-oriented transit to cultivating successful TOD projects.
- Describe TOD planning approaches and principles at the regional, station area, and site level.
- Apply TOD planning principles to develop a station area plan.
- Review TOD implementation strategies and tools.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR JANUARY 12, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Lead Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	HWY. 1 Salinas Road Interchange (315924)	Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	4/15/2010-Fall 2012	\$12 Million	STIP/CMIA	Caltrans	Richard Rosales (JW)	Desilva Gates Construction LP, Dublin	Phase II of Salinas Rd. Detour in place—no traffic control
2.	HWY. 1 Guardrail Upgrades (0P2504)	Highway 1, Mon and Santa Cruz Co., Trafton Rd to .4Mi N. of 41st Ave (Various locations: Mon. 101.50 – SCr 13.62)	Metal Beam Guard Rail and Concrete Barrier Improvements	Nov. 15, 2011 to mid-March 2012, weather permitting	\$ 578,000	SHOPP	Caltrans	Luis Duazo (BR)	Frank Medina, Oroville	Alternating nighttime lane closures M-F 9 pm to 6 am
3.	Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)	Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass	Pavement Rehabilitation (hot mix asphalt on existing pavement)	February 2012-Summer 2012	\$12M	SHOPP	D5	Luis Duazo (BR)	Pavesx Construction Division, San Jose	Project awarded 1/5/12
4.	Santa Cruz Highway 1 Median Barrier (0S3104)	Highway 1 in Santa Cruz (17.5-18.2)	Construct colored and textured Median Barrier	Spring-Summer 2012	\$1.6 M	SHOPP	D5	Luis Duazo (PD)	TBD	Bids Opened Dec. 7, 2011.Pending Award and Approval
5.	HWY. 9 Grind and Replace (0S0804)	In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)	Cold plane and hot mix asphalt and repaving	Early-Spring 2012--Mid-Spring of 2012	\$350,000	Highway Maintenance	Caltrans	Kelly McClain (PD)	Pavex Construction Div., San Jose	SCr City working on water line. Nighttime One-way traffic control with flagging.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR JANUARY 12, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Lead Agency	Project Manager (Resident Engineer)	Contractor	Comments
6.	HWY. 17 Santa's Village Road Guardrail (0G4004)	Near Scott's Valley from just north of Santa's Village to Crescent Drive (PM 6.1-6.6)	Construct concrete guardrail	1/31/2011-Spring 2012	\$3 Million	SHOPP	Caltrans	Doug Hessing (PD)	Gordon N. Ball Inc., Alamo	southbound lane closures at various hours
7.	HWY. 17 Vinehill Wet Weather Improvements (0P8104)	Near Scotts Valley from south of West Vinehill Rd. to south of Vinehill Rd.(PM 7.0-7.3)	Construct soldier pile wall	6/20/2009-Spring 2012	\$1.5 Million	SHOPP	Caltrans	Luis Duazo (PD)	TBD	90% complete, contractor default, Bonding company sub-contracted Pavex to complete remaining work

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Lead Agency	Project Manager	Phase	Comments
8.	Hwy 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Early 2013 to Summer 2013	\$ 2.3 M	SHOPP	D5	Luis Duazo	PS&E/RW	Scheduled to be advertised early 2013
9.	Hwy 1 Guardrail/Crash Cushions (0M9701)	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-36.3)	Upgrade guard rail, end treatments	Fall 2012	Two Projects Total \$5.2 M	SHOPP	D5	Luis Duazo	PS&E	Schedule to begin construction Fall 2012



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR JANUARY 12, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Lead Agency	Project Manager	Phase	Comments
10.	Hwy 9 Holiday Lane Improvements (0K2301)	Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)	Construct Viaduct, Upgrade guard rail	Summer 2012	\$1.3 M	SHOPP	D5	Steve DiGrazia	End of PS&E	HQ Advertising May 2012 and Award July 2012

AGENDA: January 19, 2012

TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC Staff
RE: Highway 1 Soquel/Morrissey Auxiliary Lanes Project Construction

RECOMMENDATIONS

This item is for information only.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) accepted responsibility to fulfill construction management responsibilities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project at its August 2010 meeting.

DISCUSSION

At its January 5, 2012 meeting, the RTC awarded a contract to RGW Construction, in the amount of \$9.9 million, for the construction of the Highway 1 Soquel/Morrissey Auxiliary Lanes Project. The RTC has hired construction management consultants to assist with implementation of the project. This project is funded with Proposition 1B Corridor Mobility Improvement Account (CMIA) and State Transportation Improvement Program (STIP) funds.

As the construction managers for the Highway 1 Soquel/Morrissey Auxiliary Lanes project, the RTC will be the lead entity for public outreach and will work with Caltrans and the construction management consultants as necessary.

The main construction activities are currently scheduled as follows: tree cutting for 2-3 weeks in January and February 2012, construction of the sound and retaining walls beginning in March 2012, removal and reconstruction of the La Fonda Bridge for 6-8 months beginning in June 2012, "green" sidewalk construction on Rooney Street and Morrissey Boulevard in June 2012, and landscaping for 4 months beginning in November 2012.

Outreach activities for the project include:

- **Kick off Meeting Thursday, January 19** – This meeting will be held from 6:30 to 8:30 pm at the DeLaveaga Elementary Multi-Purpose Room. The meeting will feature open house and presentation formats to provide the maximum opportunity for the community to hear about the project and ask questions. A flyer announcing the January 19 Kick Off meeting ([Attachment 1](#)) and mailer (available at the meeting) with pertinent reference information such as RTC and Commute Solutions phone numbers, web addresses, resident

engineer and a schedule of key project elements have been mailed to the homeowner and businesses within construction zones.

- **Webpage** – Project information will be regularly updated on RTC website: <http://sccrtc.org/projects/streets-highways/highway-1-aux-lanes/>.
- **School Communication** – Staff is working with Harbor High and DeLaveaga Elementary Schools to ensure that the faculty, staff, students and their families are aware of planned construction activities. Outreach will be especially intense for the La Fonda Bridge removal and replacement, scheduled to begin in summer 2012 and continue for 6-8 months.
- **Email Blasts** – The RTC has developed an enews list to regularly send out information about construction activities, street impacts and other pertinent project announcements.
- **Media** – Staff will continually be communicating with the media about construction activities.
- **Future Topic Specific Meetings** – Additional meetings will be held, as needed, for those interested in particular activities such as the media, school communities, when the La Fonda Bridge is removed/replaced, etc.

Staff encourages ITAC members to contact Kim Shultz or Karena Pushnik at 831-460-3200 with any input during project construction.

SUMMARY

The RTC has awarded a contract for construction of the Highway 1 Soquel-Morrissey Auxiliary Lanes project. A public Kick-Off meeting is being held at 6:30pm on January 19, 2012 at DeLaveaga Elementary_School, with construction scheduled to begin in February.

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CALIFORNIA 1 Soquel to Morrissey

AUXILIARY LANES PROJECT

Dear Santa Cruz Neighbor,

Please join your neighbors and the Santa Cruz County Regional Transportation Commission (RTC) for the **Highway 1 Auxiliary Lanes Project Kick-Off Meeting**. We will be answering your questions and discussing the project construction and scheduling.

Construction will begin in early 2012. The project will add auxiliary lanes to Highway 1 between Soquel Avenue and Morrissey Boulevard.

This area has historically been the busiest section of highway, carrying over 100,000 vehicles per day. The La Fonda Avenue bridge will be reconstructed to include bicycle lanes and a wider sidewalk. Sidewalks will be constructed on sections of Rooney Street and Morrissey Boulevard.

Thank you for your consideration and patience during the construction process.

Para más información, llamar al RTC: 831.460.3200

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION



Project Kick-Off Meeting

Thursday, January 19, 2012

DeLaveaga Elementary School, Multipurpose Room
1145 Morrissey Boulevard, Santa Cruz

Open House & Displays: 6:30 to 7:00 PM, 8:00 to 8:30 PM

Presentation: 7:00 to 8:00 PM



Questions? Answers...

What is an auxiliary lane?

An auxiliary lane typically connects an on-ramp with the next off-ramp, thereby improving traffic flow by providing greater separation between vehicles entering and exiting the highway.

How is this project paid for?

The majority of the project is paid for by the Corridor Mobility Improvement Account approved by California voters in 2006 as part of Proposition 1B.

Will the landscaping be done with the project?

Yes, unlike the previous Highway 1/17 Merge Lanes project, the landscaping for this project will be done as an integral part of this project, not separately.

How can I stay informed about construction of this project?

To save cost and paper, most future communication will be electronic (Please call 831.460.3200, if you don't have access to email or the Internet):

Enews – Sign up to receive email about the project on the RTC website or by sending your email address to the RTC

Website – Project information will be posted regularly at the following location:
www.sccrtc.org

Will construction take place at night?

Most of the work will be done during the day. There will be periodic night work primarily to minimize safety and traffic impacts.

Who is managing this project?

The Regional Transportation Commission (RTC) will manage construction with the assistance of a construction management firm.

What is the schedule for the La Fonda Bridge removal and reconstruction?

The bridge is scheduled to be removed just after the school year ends in 2012 and will take 6–8 months to reconstruct. Traffic will be detoured to alternate routes. Both Harbor High and DeLaveaga Elementary will notify their students and families.

What bicycle and pedestrian improvements are included in this project?

The La Fonda bridge will include a new 5-foot bike lane and new 6-foot wide sidewalks on both sides.

New sidewalks will be installed on Rooney Street and Morrissey Boulevard (see map).

What is the project construction schedule?

(all starts in 2012, scheduled duration shown)

Late January: Tree work (2 weeks)

March: Retaining walls, sound walls and auxiliary lanes constructed (13–15 months)

Mid-June: La Fonda Bridge removed and reconstructed (6–8 months)

June: Sidewalks on Rooney Street and Morrissey Blvd. constructed (2 months)

November: Landscaping (4 Months)



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION



Web: www.sccrtc.org

Email: info@sccrtc.org

Phone: 831.460.3200



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MEMORANDUM

TO: Mary Gilbert, Transportation Planning Manager, SBtCOG
Rachel Moriconi, Senior Transportation Planner, SCCRTC
Todd Muck, Principal Transportation Planner, TAMC

FROM: Anais Schenk, Planner

SUBJECT: Model Improvement Plan Background Information for TAC Meeting

DATE: 11/21/2011

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 using the following 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 based on the input from the FHWA peer review process. 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):** With the support of the RTPAs, AMBAG will be securing 1,114 additional surveys to make the regional total sample size 2,431. (This is the equivalent of 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:** In coordination with other stakeholders, AMBAG released an RFP for a consultant to update the regional transportation demand model. Caliper Corporation was selected to implement the peer review recommendations and develop the 2010 base year, 2020 and 2035 future year models. Participation from local jurisdictions will be crucial to the this component of updating the model.
4. **Bicycle Model:** 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.

The development of the AMBAG base year model will require updates to the transportation network. AMBAG is looking to local jurisdictions to help update the network so that transportation planning agencies around the region can rely on the fact that they are using the most accurate network possible when running the model.

AMBAG has deployed a web portal that allows staff from local jurisdictions to edit information on the transportation network. The TACs of all three RTPAs are invited to join in on a webinar which will provide an introduction to the Model Improvement Plan as well as instructions on how to use the web portal. The webinar will be held on Thursday, December 15th at 9:00am.

TO: Interagency Technical Advisory Committee (ITAC)

FROM: RTC Staff

RE: Monterey Bay Area 511 Traveler Information System Update

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive a verbal update on the Monterey Bay Area 511 Feasibility Study and discuss options for including local construction and other project updates via 511.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County (TAMC) have received a Caltrans Partnership Planning Grant to prepare a Feasibility Study and Implementation Plan for a Monterey Bay Area 511 Traveler Information System.

DISCUSSION

Initial goals of a 511 system include increasing customer satisfaction with the transportation system by providing easy access to traveler information, optimizing the use of the existing transportation infrastructure by enabling people to make more informed choices for how and when they travel, fostering sustainability and reducing greenhouse gases, and enhancing the economy by moving residents, visitors and goods more efficiently.

Staff will provide an update on the Monterey Bay Area 511 Traveler Information System project at this meeting.

Staff is also seeking input from the ITAC on options for including local construction information and project updates via a local 511 system.

SUMMARY

A Feasibility Analysis and Implementation Plan to consider a 511 traveler information system for the Monterey Bay Area is being conducted as a joint project between the RTC and the Transportation Agency for Monterey County (TAMC). Staff will provide an update on the plan and solicit ITAC input at this meeting.

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Preliminary Summary

Governor Brown's January 2012 State Budget Proposal: Transportation

On January 5, 2011, Governor Brown released his State Budget proposal. The following summarizes proposals that may impact local transportation programs and projects. In general, transportation is held relatively harmless from additional cuts.

1. Governor's State Budget Proposal Basics:

- Budget deficit for 2012-13: Estimated \$9.2 billion, including a current year deficit of \$4.1 billion. This deficit is due in part to:
 - \$1.9 billion from anticipated revenues that have not materialized.
 - \$2 billion from Court orders and delayed federal approval related to several budget-balancing cuts in the realm of health and human services
 - Less than anticipated revenues from the elimination of redevelopment agencies.
 - National and economic developments which have contributed to the state's 11.3 % unemployment rate and reduced revenue collection.
- Proposes a combination of spending reductions and temporary taxes (via November 2012 ballot initiative) totaling \$10.3 billion to balance the budget and establish a \$1.1 billion reserve. Cuts are primarily from CalWorks (\$1.4B), merging Medi-Cal and Medicare delivery (\$842M), In-Home Supportive Service (\$164M), Prop 98 adjustments to schools (\$544M), Cal Grant program awards (\$302M), repealing several state mandates (\$828 million).
- The Governor's ballot measure proposal may generate \$6.9 billion through FY12/13:
 - Income tax increase of up to 2 percent on high-income earners and millionaires for five years
 - Temporary one-half cent sales tax increase.
 - Some constitutional protection for the funds dedicated in 2011 to counties and local law enforcement to fund the realignment of various state responsibilities to the local level
- Proposes a new round of trigger cuts slated to take effect if the Governor's ballot initiative fails. The triggers will fall mostly on K-12 education, the university systems, and courts.

2. Structural changes for transportation: As part of a larger streamlining effort to eliminate and consolidate 48 state agencies, the governor has proposed moving non-transportation departments in the Business, Transportation & Housing Agency (BTH) to other existing state cabinet agencies, leaving a standalone Transportation Agency, which would include Caltrans, DMV, CHP, the Board of Pilot Commissioners, and the California High-Speed Rail Authority.

- a. Eliminates the Office of Traffic Safety, which distributes federal grants to state, county, city and other entities, and would transfer duties to the DMV.

3. Provides funding continuity during deadline-overrun budget debates: The budget proposes to eliminate the annual "hold" on highway funds under a late budget. State law and each annual state budget combine language to hold gas tax revenues in the Highway Users Tax Account (HUTA) funds when there is a late state budget. This action sometimes stops work on projects funded through the state highway account and local roads formulas. This proposal would permit HUTA moneys to flow to maintain contracts and staffing for transportation programs; clarifying language specifies that highway funds may be used for limited, short-term transfers/borrowing to ensure that either cash flow is

there for transportation programs or on occasion, to provide cash flow back up to the general fund. The latter proposal is believed to be consistent with the intent of Proposition 22.

4. Recommits to ongoing Proposition 1B Bond projects. The Governor expects that new bond appropriations will be proposed in the spring of 2012 after the Administration has more information regarding cash needs for projects.
 - a. Outstanding Proposition 1B bond-funded projects in our region include:
 - Prop 1B State-Local Partnership Program: Metro's share \$6.3M
 - Proposition 1B Bridge projects: Murray Street Bridge and Cabrillo Pedestrian bridge over Soquel
5. Truck Weight Fees/Transportation Bond Repayments: Continues the use of weight fees to offset state transportation-related debt service costs, providing General Fund relief totaling \$349.5 million. This is over and above what is necessary to pay budget year bond debt service payments, with the overage to be banked to be used to offset the transportation bond debt costs in the future.
6. Detailed Caltrans Program Reviews: In Executive Order B-13-11, the Governor requires that some departments, such as Caltrans, perform a detailed review and analysis of all of their programs to evaluate whether the functions need to exist and the level of resources needed to accomplish them. Legacy programs and organization within Caltrans will be up for evaluation in this effort to modify the budget process to increase efficiency and focus on accomplishing program goals. This will begin recasting the current process that "focuses on incremental changes to the prior year's funding, rather than a deeper review of a department or program" as noted in the order.
7. Impacts on Gas Taxes Revenues: New 2012-13 excise tax rate may be reduced from the current 35.7-cents to 35-cents, based on the 2010 gas tax swap which requires per gallon fuel rates to be adjusted annually to reflect what the sales tax on gasoline would have otherwise generated in a given year, prior to the "gas tax swap". This is because gasoline consumption was down 0.5-percent in 2010-11 from the prior fiscal year. While anticipated to decrease another 0.6-percent in 2011-12, the proposed budget projects that consumption will rise 1.9 percent in 2012-13.
 - It is unclear at this time how this could impact HUTA payments to cities and counties and the State Transportation Improvement Program (STIP)
 - The State Transit Assistance (STA) program is solely reliant upon the sales tax on diesel, which is volatile. The prospects of a healthy STA program however look promising.
8. Mass Transportation Program — The Budget includes a reduction of \$3.7 million and 41.7 positions to reflect a zero-based analysis of ongoing staffing needs. With the significant reduction of Public Transportation Account funding for capital projects, the Budget proposes a reduction in project oversight positions and proposes to streamline planning and administrative workload.
9. State Mandates: The Governor proposes to repeal, make permissive, or suspend many state mandates on local governments that are unnecessary and burdensome. (Savings of \$828 million)

10. Low-Carbon Transportation: The Governor proposes to invest proceeds from Cap and Trade fees to reduce emissions through the development of state-of-the-art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure advanced biofuels, and low-carbon and efficient public transportation.
11. Sustainable Infrastructure Development: The Governor proposes to also use Cap and Trade fees to reduce emissions through strategic planning and development of major infrastructure including transportation and housing.

The Cap and Trade fees will be deposited in the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. Because actual revenues cannot be certified until late in 2012-13, specific expenditures are not included in the budget. Instead the budget provides that an expenditure plan be jointly submitted by the Director of Finance and the Air Resources Board. The plan must outline specific expenditures and not be submitted fewer than 30 days prior to allocating funds.

As a reminder – In the 2011 State Budget, the Adult Day Health Care program, redevelopment agencies, and Home-to-School Transportation were all eliminated.

While transportation programs are not expected to suffer major cuts in this budget, problems still exist as state revenues that have historically funded transit and road programs remain insufficient to keep up with demand for infrastructure improvements.

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Excerpts from:

Capitol Weekly Report

January 6, 2012

Legislature reconvenes 2012 Session

The second year of the 2011-12 Legislative Session resumed on Wednesday, January 4 when both houses spent their first day back girding for the many challenges ahead:

- An election year when every bill is likely seen through a political prism
- New—and in the case of the Senate, still up-in-the-air—districts to run in
- A “top two” primary election in June, where the top two vote getters, irrespective of political party will face off in the General Election in November
- A Presidential Election
- A November ballot with potentially dozens of competing measures for voters to decide—from tax increases to “paycheck protection”
- A budget with a \$13 billion deficit, a Governor seeking to shrink state government and bring it closer to the people through realignment
- A sense of urgency to pass some form of pension reform lest the voters pass a less-union friendly version on the ballot
- Growing criticism that the June ballot water bond is nothing but \$11 billion in pork projects
- A January 31 deadline to pass bills from their house of origin or see those bills die

In the Senate, the Republicans elected a new Leader, Senator Bob Huff (R-Diamond Bar) and Senator Tom Harman (R-Huntington Beach) as Caucus Chair; Senator Sam Blakeslee (R-San Luis Obispo) announced that should the newly configured Senate District 17 be upheld by the Supreme Court (decision pending) then he will not run for re-election because of the voter registration edge for the Democrats; and between the two houses they managed to introduce or amend 198 bills on the first day back.

Across the street from the Capitol, the California State Association of Counties Board of Directors voted to suspend their realignment lock-in initiative to test the winds of competing measures, thus potentially eliminating at least one of the several challenges to the Governor’s tax-increase/realignment initiative; and the League of California Cities and the California Redevelopment Association continued reaching out to legislators and the Governor in efforts to garner support for a time extension on the demise of redevelopment agencies from February 1 to April 15. Stay tuned. The year’s just getting started. ■

RDAs seeking time extension legislation

Cities, redevelopment agencies and any local government entities concerned about the possibility of saving some piece of redevelopment have begun a full-court press to push urgency legislation to push back to April 15 (from February 1) THE DATE BY WHICH OVER 400 RDAs will be required to cease existing.

The strategy is to buy time so that negotiations may continue around a do-over for redevelopment as we currently know it.

The California Supreme Court ruled on December 29, 2011 that legislation to abolish RDAs (AB1x 26) was valid and that legislation to reincarnate it with a larger share of tax increment going to schools (AB1x 27) was not. AB1x 26 decrees that redevelopment agencies cease to exist February 1, 2012.

All JEA & Associates clients with redevelopment interests are urged to write their legislators and the Governor urging support of the time extension legislation. As soon as a bill number and author are identified, we will let you know. ■

MAP-21/Surface Transportation Reauthorization Key Concerns - SCCRTC

In November 2011, the Senate Environment and Public Works Committee, Chaired by Senator Boxer, released the bill “Moving Ahead for Progress in the 21st Century” (MAP-21) to authorize federal surface transportation programs. Positive provisions in MAP-21 aim to repair and improve safety on roadways and bridges; streamline project delivery and facilitate freight movement; and improve the planning process by implementing performance measures. The Santa Cruz County Regional Transportation Commission (SCCRTC) is very concerned, however, with several proposals in the bill and will be requesting modifications to provisions that could negatively impact smaller urban and rural areas, such as Santa Cruz County. These concerns are outlined below.

1. **Preserve Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.** The bill proposes to combine these programs into Congestion Mitigation and Air Quality (CMAQ) Improvement Program “Additional Activities”. It is critical to ensure dedicated funding for projects that improve safety and mobility for bicycling and walking.
 - MAP-21 both decreases current funding for bicycling and walking and adds new eligibilities that will compete for this reduced funding pot (Sec. 1113, §149, pages 148-152). We request that the bill continue to set aside funds to these two important programs, at similar levels as were approved for these programs in 2009.
 - We are concerned about the proposal that lumps TE, SRTS, and Recreational Trails into the “Additional Activities” category with other eligible projects such as road planning, design and construction. This language eliminates any incentive for states to utilize these funds to address safety and mobility needs for bicyclists and pedestrians.
 - We remain concerned about incorporating the TE program into the Congestion Mitigation and Air Quality Improvement (CMAQ) program, because this shift would jeopardize millions in funds designated for key projects on the Central Coast. Several of the transportation agencies on the central coast region of California have worked very hard on local projects that have resulted in an attainment area designation under CMAQ. We request that language be added to Section 1113 §149(l) under “eligibility” to clarify that all areas are eligible for CMAQ Additional Activities funds, that funds are not restricted to non-attainment areas.
2. **Maintain Off System Bridge Funding/Highway Bridge Program (HBP).** MAP-21 eliminates dedicated funding for bridges (the HBP and the 15% set-aside for “off-system” local bridges).
 - We urge continuation of the set-aside for bridges located on public roads other than those on a Federal-aid highway. This funding has allowed counties throughout California to improve or replace county-owned bridges, enhancing public safety and the efficient movement of goods.
3. **Set aside funds for High Risk Rural Roads (HRR) safety projects.** We support the EPW’s increase in funding for the Highway Safety Improvement Program (HSIP) overall, but request the set aside of funds from this source to focus on rural road safety. We are concerned that the new requirement to look at future increases in these fatalities prior to requiring states to prioritize these projects will not lower the number of these fatal crashes. We request that another benchmark be used, such as fatality rates measured against vehicle miles traveled.

4. **Maintain the current Metropolitan Planning Organization (MPO) threshold of 50,000 population.** We are deeply concerned about the section of MAP-21 that eliminates or phases out all MPO regions with less than 200,000 in urbanized area population. Regional planning and associated federal planning funding play an important part in creating accountable and transparent transportation infrastructure investments.
 - We request that the bill be modified to maintain the current MPO threshold of 50,000 in an urbanized area. Please strike provisions of MAP-21 (Subtitle B, sec. 1201, §134, pages 245-301) that would phase out up to a third of the MPOs nationwide and approximately half of the MPOs in California, including all of the MPOs on the Central Coast.
 - We request that the bill be modified to base the population threshold on cumulative UZA population within a region, rather than single UZA population rates.
5. **All regions need funds, not just major metropolitan areas.** We are very concerned about the trend to focus more funds to major metropolitan areas. While not considered major metropolitan areas, Santa Cruz County is a highly urbanized area that faces severe mobility challenges and needs federal assistance to reduce congestion that affects all modes.
 - We oppose proposals which restrict or otherwise disproportionately direct funds to large metropolitan areas at the expense of mid-sized, small and rural areas. We are especially concerned about the proposed Metro Mobility programs, which give Tier 1 MPOs an even greater proportion of scarce funds.
6. **Increase funding levels for all modes and stabilize the Highway Trust Fund and Mass Transportation Account.** While we appreciate the modest increase in funding proposed in MAP-21, it represents only a fraction of what is needed to preserve and improve our transportation system.
 - While we recognize that the nation is facing economic conditions that make it more difficult to consider or approve increasing revenues needed to address staggering infrastructure improvement needs, we stand ready to assist in advocating for increased revenues and new funding mechanisms necessary to ensure the financial sufficiency of the Highway Trust Fund and Mass Transportation Account to meet our transportation needs.

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2012 Regional Transportation Improvement Program (RTIP) - Projects

Approved by the RTC 12/1/11

State Transportation Improvement Program (STIP) - *subject to concurrence from California Transportation Commission*

Agency	Project Name	Description	Approved Funds	Total Cost	Schedule
SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	Add aux lanes and bike/ped bridge - Design/ROW only	\$4,000,000	<i>\$4,000,000</i>	FY13/14
SCCRTC	Planning, Programming & Monitoring (PPM)	RTC tasks required to meet state and federally mandated planning and programming requirements, monitoring of programmed projects.	\$150,000	<i>\$300,000</i>	FY15/16-16/17
City of Capitola	Park Ave Sidewalks	Add sidewalks from Cliffwood Heights neighborhood to Capitola Village, add crosswalks at Cabrillo and Washburn.	\$200,000	<i>\$430,000</i>	Const. summer 2013
City of Santa Cruz	Soquel/Park Way Intersection Improvements	Install protected left turn lanes and signal	\$450,000	<i>\$900,000</i>	Const Fall 2012
City of Santa Cruz	State Routes 1/9 Intersection Improvements	Intersection modifications including new turn lanes, bike lanes/shoulders.	\$850,000	<i>\$5,800,000</i>	Const 2014
City of Scotts Valley	Vine Hill School Road and Tabor Drive Transportation Improvement Project	Add sidewalk, curb/gutter, bike lanes, 6' pavement widening, ADA-Accessible Ramps	\$400,000	<i>\$500,000</i>	Const Spring 2013
City of Watsonville	Airport Boulevard Improvements	Includes road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, and installation of new sidewalk and curb ramps. East of Freedom Boulevard to County line.	\$850,000	<i>\$1,500,000</i>	Const. summer 2013
County of SC	Nelson Rd PM 2.0 Storm Damage Repair	Reopen roadway or build permanent bypass around 350 ft. debris that has closed road.	\$1,189,000	<i>\$1,500,000</i>	Const. 2015
County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	Repair 80 ft. slipout/slump to reopen roadway to traffic.	\$850,000	<i>\$1,000,000</i>	Const. summer 2015
TOTAL			\$8,939,000		

Regional Surface Transportation Program (RSTP)

Agency	Project Name	Description	Approved Funds	Total Cost	Schedule
SCCRTC	Combined Tier 1/Tier 2 Hwy 1 Corridor/Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: Environmental Review	Funds necessary to complete Tiered HOV/Aux Lane environmental document	\$370,000	<i>\$12,779,000</i>	FY11/12-12/13
SCCRTC	Santa Cruz Branch Rail Line Structures: Design	Design work needed to prepare for construction of	\$450,000	<i>\$800,000</i>	10/11-8/12
SCCRTC	Rail Structures Rehabilitation: Construction - Match to federal STIP funds	Reserve as match, if federal STIP funds allocated by CTC (STIP would be reduced by same amount & available for reprogramming in 2014).	\$615,000	<i>\$5,350,000</i>	FY12/13
TOTAL			\$1,435,000		

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2012 Draft SHOPP V2.1 Project List

Santa Cruz (\$1,000)

Route	Post Miles	Location/Description	PPNO	EA	EFIS	Program Code	Prog Year	Capital	Support
MAJOR DAMAGE RESTORATION									
17	11.0	Near Scotts Valley, between Woodwardia Highway and Glenwood Drive. Construct retaining wall.	2332	1A710	0512000010	201.131	2012/13	RW: 25 Const: 4,900	PA&ED: 150 PS&E: 290 RW: 50 Con: 735
								Subtotal: 4,925	1,225
								Total (Capital + Support): \$6,150	
COLLISION REDUCTION									
1	26.8/36.3	Near the city of Santa Cruz, from Laguna Road to Waddell Creek Bridge. Upgrade guardrail and drainage.	1964	0M980	0500000204	201.015	2012/13	RW: 14 Const: 2,437	PA&ED: 0 PS&E: 435 RW: 14 Con: 408
								Subtotal: 2,451	857
								Total (Capital + Support): \$3,308	
1	9.0/17.6	Near Aptos, from South Aptos Underpass to Roaring Camp railroad crossing. Upgrade guardrail, guardrail end treatments, and drainage features.	2271	0R910	0500000387	201.015	2012/13	RW: 75 Const: 2,469	PA&ED: 601 PS&E: 639 RW: 166 Con: 450
								Subtotal: 2,544	1,856
								Total (Capital + Support): \$4,400	
17	8.2/10.10	On Route 17 between 0.9 mile N of Vinehill Road and 0.5 mile S of Glenwood Drive. Shoulder widening and concrete guardrail.	2311	0T980	500020244	201.015	2014/15	RW: 75 Const: 6,968	PA&ED: 0 PS&E: 1,625 RW: 109 Con: 1,568
								Subtotal: 7,043	3,302
								Total (Capital + Support): \$10,345	

ITAC - January 19, 2012:

2012 Draft SHOPP V2.1 Project List

Santa Cruz

(\$1,000)

Route	Post Miles	Location/Description	PPNO	EA	EFIS	Program Code	Prog Year	Capital	Support
1	7.5/17.4	In and near the city of Santa Cruz on Rte 1 and on Rte 17 (0.0/6.3) at various locations. Construct roadside paving, access gates, weed barriers and relocate facilities.	2358	1C100	0512000074	201.235	2015/16	RW: 5 Const: 1,222	PA&ED: 211 PS&E: 421 RW: 5 Con: 482
Subtotal: 1,227									1,119
Total (Capital + Support): \$2,346									
MANDATES									
9	1.7/23.9	Near Boulder Creek, from 0.3 mile south of Rincon Creek Bridge to the San Mateo County line at various locations. Storm water mitigation.	1988	0Q590	0500000317	201.335	2012/13	RW: 132 Const: 4,673	PA&ED: 334 PS&E: 668 RW: 111 Con: 1,113
Subtotal: 4,805									2,226
Total (Capital + Support): \$7,031									
17	0.74/2.2	In Santa Cruz County from 0.74 miles N of 1/17 Separation to 0.02 mile N of Simms Road. Storm Water Mitigation.	1989	0Q600	500020290	201.335	2015/16	RW: 1,107 Const: 9,905	PA&ED: 1,273 PS&E: 991 RW: 196 Con: 1,113
Subtotal: 11,012									3,573
Total (Capital + Support): \$14,585									
1		In Santa Cruz and Monterey counties at various locations on Routes 1, 9, 17, 68, 129, 218, and 236. Upgrade pedestrian curb ramps.	2235	0R510	0500000363	201.361	2012/13	RW: 833 Const: 4,103	PA&ED: 485 PS&E: 983 RW: 1,189 Con: 693
Subtotal: 4,936									3,350
Total (Capital + Support): \$8,286									

2012 Draft SHOPP V2.1 Project List

Santa Cruz
(\$1,000)

Route	Post Miles	Location/Description	PPNO	EA	EFIS	Program Code	Prog Year	Capital	Support
BRIDGE PRESERVATION									
1	31.6/36.3	In Santa Cruz County at Scott Creek Bridge #36-0031, and Waddell Creek Bridge #36-0065. Bridge rehabilitation.	9900	0F990	500000053	201.110	2015/16	RW: 340 Const: 20,369	PA&ED: 2,118 PS&E: 2,960 RW: 121 Con: 2,900
								Subtotal: 20,709	8,099
								Total (Capital + Support): \$28,808	
MOBILITY									
1	8.0/17.5	Near Santa Cruz, from 0.4 mile south of Freedom Boulevard to 0.4 mile north of Ocean Street. Install Closed Circuit Television and signs.	9000	0C901	0500000029	201.315	2013/14	RW: 13 Const: 2,956	PA&ED: 412 PS&E: 550 RW: 47 Con: 812
								Subtotal: 2,969	1,821
								Total (Capital + Support): \$4,790	
								RW: 2,619 Const: 60,002	PA&ED: 5,584 PS&E: 9,562 RW: 2,008 Con: 10,274
								Subtotal: 62,621	27,428
								Santa Cruz County Total (Capital + Support): \$90,049	