



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

AGENDA

Thursday, April 12, 2012
9:00 a.m.

*Note date
and time
change*

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 February 16, 2012 ITAC meeting - Page 3

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Project Initiation Documents for Highway Projects - Page 6
 - a. Staff Report
 - b. Letter from Caltrans District 5
 - c. Verbal Report from Claudia Espino, Caltrans District 5
8. Metropolitan Transportation Improvement Program for FFY 2012-13 to FFY 2015-16 - Page 13

- a. Memorandum from Association of Monterey Bay Area Governments (AMBAG)
 - b. Verbal Report from Sasha Tepedelenova, AMBAG
9. Draft Regional Transportation Plan Goals, Targets and Policies – Santa Cruz County Components of the Metropolitan Transportation Plan - Page 15
 - a. Staff Report
 10. 2012 State Transportation Improvement Program (STIP) Update - Page 23
 - a. Staff Report
 11. Legislative Update - Page 27
 - a. Staff Report

NEXT MEETING: The next ITAC meeting is scheduled for **May 17, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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AGENDAS ONLINE

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

DRAFT MINUTES

Thursday, February 16, 2012
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Taylor Bateman, City of Scotts Valley Community Development and Public Works Proxy
Tove Beatty, Santa Cruz METRO
Teresa Buika, UCSC
Russell Chen, County Planning Proxy
Erich Friedrich, Santa Cruz METRO
Steve Jesberg, City of Capitola Public Works and Planning Proxy
David Koch, City of Watsonville Public Works
Maria Esther Rodriguez, City of Watsonville Community Development Proxy
Chris Schneiter, City of Santa Cruz Public Works and Planning Proxy
Anais Schenk, Association of Monterey Bay Area Governments (AMBAG)
Steve Wiesner, County Public Works

STAFF PRESENT

Grace Blakeslee
Rachel Moriconi
Kim Shultz

OTHER PRESENT

Mark McCumsey, Caltrans District 5

-
1. Call to Order – Chair Chris Schneiter called the meeting to order at 1:30 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – Anais Schenk (AMBAG) reminded agencies to input data to the webportal for the model improvement project. AMBAG has staff available to assist agencies.
 4. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA (Rodriguez/Koch) approved unanimously

5. Approved Minutes of the January 19, 2012 ITAC meeting, with one minor addition
6. Received a copy of the Central Coast Coalition Letter on the House Transportation Bill

REGULAR AGENDA

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

Watsonville: Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard

Reconstruction project continues. The City approved a cooperative agreement with Caltrans for the STIP-funded Highway 1/Harkins Slough Road Interchange project.

County of Santa Cruz: Russell Chen and Steve Wiesner reported that construction of the STIP-funded Graham Hill Road safety project has wrapped up for the winter, though PG&E and AT&T are relocating utilities. Construction of a new turn lane at Airport Boulevard/Green Valley Road is ongoing. East Cliff Parkway construction is scheduled to be completed Summer 2012. The County is starting work on several storm damage repairs, but continues to seek state funding assistance for repairs on non-federal-aid roads.

SC Metro – Tove Beatty reported that Metro received \$11 million in Proposition 1B bond (PTMISEA) funds and will break ground on construction of the operations facility within six months. Metro has received several new buses, with additional buses funded from a State of Good Repair (SOGR) grant coming soon. Metro awarded the contract for the second CNG fueling station. Metro is not pursuing TIGER, JARC, or New Freedom grants this year, but will be seeking a SOGR grant for auto-vehicle locator (AVL) and auto passenger count (APC) technology, as well as a planning grant to develop a short range transit plan. Metro staff is recommending their board oppose the House transportation bill (H.R. 7) and support the Senate bill (MAP-21). Metro will be presenting the Watsonville Transit Study on March 9. STIP-funded bus stop improvements continue. March 29, \$1 million in bus service is being restored, including service to UCSC, service between Santa Cruz and Watsonville, and Live Oak weekend service.

Capitola – Steve Jesberg reported that the City is polling on a potential Transient Occupancy Tax (TOT) and extension of their ¼ cent sales tax. A portion of the funds could be used for the pavement management program. Poll results are anticipated by the end of March.

RTC – Grace Blakeslee reported that the RTC is interviewing firms for a Caltrans’ Planning Grant-funded on-board transit survey to support the regional model and other planning efforts. Rachel Moriconi reported the RTC is also interviewing polling consultants to assess voter support of new funding revenues for transportation projects and asked members to inform her by February 24 of any issues they would like considered in the poll. RTC will also be issuing a Request for Proposals (RFP) for a new rail short-line operator. Steve Wiesner reported on the County’s work to get approval for changes to crossings associated with planned Aptos Village construction.

City of Santa Cruz – Chris Schneiter reported that the Coastal Commission signed off on the Arana Gulch Master Plan. The City is receiving an award for the ARRA-funded Pacific Avenue/Depot Park Roundabout. City Council will be having a workshop on the Climate Action Plan.

Caltrans: Mark McCumsey reminded the ITAC that Safe Route to Schools grant applications are due March 30; Caltrans Planning Grant applications are due April 2; TIGER grant applications are due March 19. He reiterated that Caltrans has awarded \$11 million in Proposition 1B funds for Metro’s Operation Facility.

8. Regional Transportation Plan (RTP) Sustainability Framework and Regional Complete Streets Initiative

Grace Blakeslee reported that as part of the update of the Regional Transportation Plan (RTP) the RTC has been working with the North American Sustainable Transportation Council (STC) to use the Sustainable Transportation Analysis and Rating System (STARS) to develop standards for basing the next RTP on three sustainable outcomes. **She requested input on the sustainability framework and targets being used to develop goals and policies.** The goals and policies will

ultimately influence project selection. **She also requested that members take the online “sustainability” survey and share the survey with other interested parties.** Erich Friedrich suggested distributing to one of Metro’s public information lists. Teresa Buika suggested changes to wording for the equity goal. Ms. Blakeslee noted that RTC has the flexibility to modify goals from that identified in STARS.

Ms. Blakeslee also reported that a Complete Streets Assessment is being done to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas where the region expects future growth to be concentrated in order to minimize vehicle miles traveled. **She requested information on Complete Streets efforts currently underway and recommendations from ITAC members on how to collect information on Complete Streets needs.** ITAC members noted that Watsonville has the pedestrian network in GIS, that walkability audits may be necessary in some areas, and that some General Plan documents include Complete Streets information.

9. Regional Transportation Plan (RTP) Targets for System Maintenance

Rachel Moriconi requested input from ITAC members on possible targets for the RTP STARS Cost Effectiveness goal for maintaining the existing system. Members discussed the availability of information on pavement conditions, Level of Service, non-pavement infrastructure, and cost-benefit of ongoing maintenance over major rehabilitation. Several local jurisdictions reported that they have Pavement Condition Index (PCI) goals of 70, though existing pavement conditions are significantly lower and are reported in gas tax (HUTA) reports. \$20-30 million per year for 15-20 years would be needed to achieve a PCI of 70 on County roads. Capitola would need to spend approximately \$700,000 per year. Grace Blakeslee noted that target setting provides an opportunity to articulate system needs and the environmental and economic benefits of ongoing maintenance. It was noted that drainage plays an important role in extending the life of roadways. There are several old culverts and pipes that need replacement. Steve Wiesner noted that reducing stormwater runoff and sedimentation is the focus of a joint County-RCD project.

Santa Cruz Metro noted that they have a system management plan that identifies the useful life of facilities and replacement vehicle needs.

The meeting adjourned at 2:45 p.m. The next ITAC meeting is scheduled for **April 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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Agenda: April 12, 2012

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 ten years.

BACKGROUND

Prior to initiating capital projects on the State Route System, Project Initiation Documents (PIDs), such as Project Study Reports/Project Development Support (PSR/PDS), are developed to identify scope, schedule, and cost information to be used to program funds for the Project Approval and Environmental Document (PA/ED) phase. 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.

DISCUSSION

Given significantly reduced fund levels for PID development and oversight at Caltrans, as well as restricted state, federal, and local funds available for highway project construction in general, Caltrans produces 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 (Attachment 1). The 4-year project list referenced in the Caltrans letter covers the 2014 and 2016 STIP cycles for FY17/18-20/21.

While there are several new highway projects that have been identified in the Regional Transportation Plan (Attachment 2), there is very limited funding available for new highway projects in Santa Cruz County. Since Santa Cruz County's projected new STIP shares through 2021 are estimated to total only \$15 million and given funding needs for projects on Highway 1 that are currently undergoing environmental review, **staff does not recommend that the RTC nominate additional projects for PID development at this time.** Highway 1 projects that

could move forward without a PID as new STIP and other funding becomes available include construction of the 41st Avenue-Soquel Dr/Ave Auxiliary Lanes-Chanticleer Bike/Pedestrian Bridge project (currently funded with STIP funds through design and right-of-way), as well as other modifications to Highway 1 being analyzed as part of the Project Report (PR) for the HOV Lanes project. However, local jurisdictions that would like to pursue additional highway projects for which PID development and oversight, as well as project implementation (environmental review, design, right-of-way and construction), could be realistically funded with other non-STIP revenues in the next 10 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-152-T2.5 Intersection Improvements on Main St at Freedom Blvd	Watsonville
SCR-01- PM19.0 Intersection improvements on SRS1/Mission Street at Bay Street 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 PID documents - PSR(PDS) guidelines and the standard PID for locally-sponsored highway projects is available online at: http://www.dot.ca.gov/hq/tpp/offices/opsc/psr-pds_guidance.html. Please contact Claudia Espino at (805) 549-3640 if you have additional questions on the PID development.

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 10 years.

Attachments:

1. Caltrans March 29, 2012 Letter on 2012/13 FY Workplan and 3 Yr Strategic Plan Efforts
2. RTP project list of State Highway Projects

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DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

March 29, 2012

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

Dear Mr. *George* Dondero:

2012/2013 FY WORKPLAN AND 3 YR STRATEGIC PLAN EFFORTS

The Department of Transportation (Caltrans) is in the process of developing its Project Initiation Document (PID) workload that will be used to validate PID resource needs for Fiscal Year (FY) 2012-13, determine PID resource needs for FY 2013-14, and assess the PID workload in comparison to available funding capacity. Before developing PID needs, Caltrans needs to understand how projects will transition from the 20-year financially-constrained Regional Transportation Plans (RTP) into the Department's PID workload. The RTP is a list of projects identified as needed within the next 20 years. Simply put, we are asking you to identify a four-year list of projects from the RTP that you deem to be your highest priority for the next four years. From the four-year list of projects, Caltrans will identify both completed PIDs that are ready for Programming and proposed PIDs that need to be prepared to create a work program and assess available resources for that work program.

Based on its FY 2012-13 Budget, Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely (100%) with State transportation funds (e.g. Regional Improvement Program, Interregional Improvement Program, state bond funds, etc.) or federal funds considered part of the State fund mix for this purpose (e.g. CMAQ and RSTP). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. state fund source(s), STIP cycles, etc.) must be documented in the four-year project list.

Caltrans will require reimbursement for PID development and PID oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. These projects should also be included in an approved financially-constrained RTP. The proposed project costs and funding must also be documented in the four-year project list, and the matrix provided below to document the overall fund types and amounts

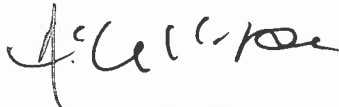
Mr. George Dondero
March 29, 2012

anticipated by your agency for these projects. The Local Agency Fund Type Matrix has been provided for you to fill out to represent the total cumulative state and local fund types for mixed and local fund projects that are available to your agency.

The list we included for your agency is attached and identifies the projects that were considered for the FY 2011-12 three-year workload for State Highway Account (SHA) resources or reimbursement. Please identify a four-year list of projects from the RTP that you deem to be your highest priority and complete the Local Agency Fund Type Matrix. In order to incorporate our draft 3-year PID workload into the final state wide 3-year PID work load, we need this information by May 15th. We will contact you to set up a meeting to discuss the request and schedule a presentation at your next TTAC.

If you have any questions, please contact Claudia Espino at (805) 549-3640 or Claudia_Espino@dot.ca.gov.

Sincerely,



AILEEN K. LOE
District Deputy Director of Planning and Local Assistance

Enclosure

RTP Highway Projects

RTP #	Project Title	Project Description/Scope	Est total (in 000s)	Const start:
RTC 24e	Hwy 1 Auxiliary Lanes: Bay/Porter to Park Avenue	Add Northbound and Southbound Auxiliary Lanes. Reconstruct Capitola Avenue undercrossing. Includes shoulders for disabled vehicles, infrastructure for TSM elements, soundwalls, and landscaping. RTP cost included within RTC 24. Stand alone cost est. \$25M. (EA 05-0L090)	\$0	2015
RTC 28	Hwy 1 Auxiliary Lanes: Soquel Ave. to Morrissey Blvd.	Construct auxiliary lanes, northbound and southbound, between Soquel Avenue and Morrissey Boulevard Interchanges.	\$22,100	Feb2012
RTC 24g	Hwy 1 Auxiliary Lanes: State Park Dr. to Park Ave.	Auxiliary lanes connecting freeway entrance ramp directly with the next exit ramp. Could be a stand-alone (\$48M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	2020
RTC 30	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Pedestrian overcrossing of Highway 1 at Mar Vista. Serves Mar Vista Elementary School.	\$7,550	2015
CT-P07a	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,000	
RTC 24b	Hwy 1 Construction Authority (HCA)	Operating costs for Highway 1 Widening/HOV project oversight by this Joint Powers Authority (JPA). Annual cost: \$400K/yr for 5 years.	\$2,000	
MTD-P27	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years	\$6,000	
RTC 24	Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	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).	\$500,000	TBD
CT-P06	Hwy 1 Intelligent Transportation System (ITS) Deployment	Transportation System Mgmt (TSM) Implementation: May include CCTV cameras, vehicle detection devices, signage.	\$7,100	2009
CT-P06a	Hwy 1 ITS: CCTV & Signs	Transportation Mgmt System Implementation: include CCTV cameras and signage. These are controlled by a Transportation Management Center (TMC). (EA 05-OC901)	\$4,520	2013
RTC 24c	Hwy 1 Ped/Bike Bridge at Chanticleer	Construction of bike/ped bridge across Hwy 1 to connect Chanticleer. Could be a stand-alone project (\$9.5M), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	2015
RTC 24a	Hwy 1 Ramp Metering	Installation of ramp meters at 7 interchanges (Freedom, Rio Del Mar, State Park Road, Park Avenue, Bay/Porter Avenue, 41st avenue, Soquel Road, Morrissey Boulevard, and Ocean St). Includes widening ramps as needed, ramp meter signals, and controllers. Could be a stand-alone (\$20M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	2013
CT-P01	Hwy 1 Ramp Metering: Southern Sections	Installation of ramp meters at interchanges from Mar Monte Ave to Hwy 129/Riverside Dr (balance part of HOV Lanes project - RTC 24)	\$5,000	
CT-P40	Hwy 1 Scott Creek and Waddell Creek Bridge Replacements	Replacement of bridges due to chloride intrusion. (EA05-0F990)	\$26,000	

RTP #	Project Title	Project Description/Scope	Est total (in 000s)	Const start:
RTC 24f	Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Add NB and SB auxiliary lanes connecting freeway entrance ramps directly with the next exit ramps and construct bicycle/pedestrian bridge over highway at Chanticleer Ave.	\$0	2015
SC-P03	Hwy 1 Sound Wall	Install sound wall on Hwy 1: River to Chestnut.	\$500	
CT-P31	Hwy 1 Vista Point Upgrade	Upgrade vista point and add restroom near Aptos off Hwy 1.	\$1,000	
WAT 01	Hwy 1/ Harkins Slough Road Interchange	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.	\$9,800	2014
CAP-P01	Hwy 1/41st Avenue Interchange	Widen Hwy 1 overpass to 3 lanes in each direction, bike lanes, addition of stacking lanes to SB and NB off-ramps, ramp improvements, ramp metering. Could be stand-alone project (\$4M), but currently expensed under larger Hwy 1/HOV project (RTC 24).	\$0	
SC 25	Hwy 1/9 Intersection Modifications	Intersection modifications including new turn lanes, bike lanes/shoulders. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals.	\$4,000	1/14
SC-P81	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	Modify design at existing signalized intersections	\$2,400	2014/15
CT-P21	Hwy 1/Mission Street ITS	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$500	
SC 38	Hwy 1/San Lorenzo Bridge Widening	Widen the Highway 1 bridge over San Lorenzo River to increase capacity and improve safety from Highway 17 through the Junction of 1/9.	\$20,000	TBD
CT-P35	Hwy 1: Greyhound Rock Intersection	Widen roadway to provide left turn lane at Greyhound Rock.	\$400	
RTC 24d	Hwy 1: Revise Interchanges	Interchange modifications to accommodate future widening alternatives of Route 1 between Hwy 17 and Aptos. Could be a stand-alone project (\$60M-approx. \$10M/interchange), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	
CT-P39	Hwy 129 Bike Lanes	Widen for bikelanes Lee to Lakeview Road. Would be joint project CT/Wats/County. Cost unknown.	\$0	
CT-P23	Hwy 129 ITS	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices from Hwy 1 to County line.	\$500	
CHP-P03	Hwy 129 Safety Program	Added CHP enforcement and public education campaign on Highway 129.	\$500	ongoing
CT-P32	Hwy 129 Widening (Union-Bridge St)	Widen Riverside Drive (SR 129) from 2 to 4 lanes, reconstruct existing street (Union St to Bridge St.)	\$8,000	

RTP #	Project Title	Project Description/Scope	Est total (in 000s)	Const start:
CT-P38	Hwy 152 Bikelanes	Widen for bikelanes - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). Would be joint project CT/Wats. Cost unknown.	\$0	
CT-P26	Hwy 152 ITS	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$300	
CT-P33	Hwy 152 Widening (Martinelli-Holohan)	Widen East Lake Av. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan).	\$1,000	
CO-P69	Hwy 152/Hollohan/College Road Intersection Improvements	Operational improvements at Hwy 152/Hollohan/College Road. New signal, lengthen turn lanes, channelization, bicycle, pedestrian and drainage improvements.	\$1,500	
MTD-P10E	Hwy 17 Express Service - Cont. of Existing Service Levels	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M.	\$60,000	ongoing
MTD-P12	Hwy 17 Express Service Expansion	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr.	\$4,500	
CT-P18	Hwy 17 ITS	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices and closed circuit TV cameras at 1/2 mile intervals. (EA 05-0G170)	\$7,000	
CT-P10	Hwy 17 Operational Improvements	Construct new guardrails and retaining walls; upgrade guardrail, crash cushions, and end treatments; and road rehabilitation.	\$30,000	2009
CHP-P01	Hwy 17 Safety Program	Continuation of existing Highway 17 Safety Program in Santa Cruz County by California Highway Patrol at \$100/year. Includes public education and awareness, CHP Patrol enhancement, pilot cars, electronic speed signs.	\$2,500	ongoing
CT-P10a	Hwy 17 Safety Project: Santa's Village Rd-Crescent Dr.	On State Route 17 in Santa Cruz County near the City of Scotts Valley from 0.3 mile north of Santa's Village Road to 0.02 mile south of Crescent Drive. Construct concrete guard rail. (0G400)	\$11,760	FY10/11
SV-P08	Hwy 17/Granite Creek Interchange Reconstruction	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks. (EA 05-49380)	\$8,000	2020-2030
CT-P37	Hwy 9 Improvements at Pleasant Way and Madrona	Widen for right turn to Pleasant Way and It turn channelization at Madrona Rd. Cost unknown.	\$0	
CT-P22	Hwy 9 ITS	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$500	
CT-P09	Hwy 9 Operational & Safety Improvements	Shoulder widening, turnouts for buses, and turn lanes at spot locations in SLV.	\$5,000	
CT-P09a	Hwy 9 Safety Improvements: Ben Lomond near Holiday Lane	Upgrade guardrail and stabilize shoulder (EA 0K230)	\$4,325	2011/12
CT-P09d	Hwy 9 San Lorenzo River Source Control	Improve drainage, reduce impacts on San Lorenzo River watershed.	\$6,800	2011/12
CT-P36	Hwy 9: Scenic Drive Left Turn	Widen for northbound left turn channelization at Scenic Drive. Cost unknown.	\$0	
Total Within Projected Funds/Avail for over 25-year RTP			\$664,555	

MEMORANDUM

TO: SCCRTC, Interagency Technical Advisory Committee

FROM: Sasha Tepedelenova, Planner, AMBAG

SUBJECT: Metropolitan Transportation Improvement Program for
FFY 2012-13 to FFY 2015-16

MEETING DATE: April 12, 2012

In response to requirements pursuant to its designation as a Metropolitan Planning Organization, the Association of Monterey Bay Area Governments (AMBAG) prepares transportation plans and programs for the Monterey Bay region consisting of Monterey, San Benito and Santa Cruz Counties. One of these documents is the Metropolitan Transportation Improvement Program (MTIP), a multi-million dollar, multi-year program of proposed projects for major highway, arterial, transit, and bikeway projects. Each MTIP covers four years of programming and is prepared in coordination with local, state and federal transportation agencies. AMBAG updates the MTIP every two years and is currently accepting projects for inclusion at the MTIP for FFY 2012-13 to FFY 2015-16.

All transportation projects which use federal funding or are of regional significance need to be included in the MTIP. The MTIP programs committed federal, state, and local funding and includes a financial plan demonstrating the financially constraint analysis by fund types and for each year separately. Only funds which can reasonably be expected to be available may be included. In addition, the projects in the MTIP are consistent with the projects in regional Metropolitan Transportation Plan.

The process AMBAG must follow when developing and adopting the MTIP is outlined at the Federal statute 23 U.S.C. 450. After interagency consultation and public review/comments/hearing, the AMBAG Board of Directors adopts the MTIP. The document is then submitted to Caltrans, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for their approval and incorporation into the Federal Statewide Transportation Improvement Program (FSTIP). Changes to the MTIP between two updates can be performed through Formal Amendments and Administrative Modifications. AMBAG processes Formal Amendments to the MTIP on a quarterly schedule or more often if warranted by special circumstances. Administrative Modifications are processed for minor program revisions on an as needed basis. The current MTIP document delegates the responsibility to approve Administrative Modifications to the AMBAG Executive Director, while Formal Amendments are submitted for AMBAG Board, Caltrans and FHWA/FTA approval.

The Santa Cruz County Regional Transportation Commission (RTC) works closely with AMBAG in the development of the MTIP. The schedule for the next MTIP update is listed below for your ready reference.

Table 1. Schedule for the Monterey Bay Metropolitan Transportation Improvement Program for FFY 2012-13 to 2015-16

Tasks/Phases		Start	End
1	RTIP Development (STIP adoption on March 28, 2012)	2/1/2012	5/16/2012
2	Deadline to Submit Projects for MTIP		5/18/2012
3	Program MTIP Projects into CTIPS	5/21/2012	6/15/2012
4	Review of Draft MTIP by RTPAs/Caltrans/Local Agencies	6/18/2012	7/5/2012
5	Update Final Draft (MTIP) into CTIPS	7/9/2012	7/19/2012
6	Public Comment Period (Draft also forwarded to Caltrans)	7/23/2012	8/21/2012
7	Public Hearing: AMBAG Board Meeting		8/8/2012
8	Respond to Public Comments & Finalize MTIP for Board Approval	8/22/2012	8/29/2012
9	Final MTIP Approval by AMBAG Board		9/12/2012
10	MPO Submits Final FTIP to Caltrans	October 1, 2012	
11	MPO Posts Final FTIP on their website	October 5, 2012	
12	Caltrans submits FSTIP to FHWA/FTA	November 15, 2012	
13	FSTIP Approval by FHWA/FTA	December 17, 2012	

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TO: Interagency Technical Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Draft Regional Transportation Plan Goals, Targets and Policies – Santa Cruz County Components of the Metropolitan Transportation Plan

RECOMMENDATIONS

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

1. Provide input on the draft transportation plan goals, targets, and policies;
 2. Provide input on strategies for achieving transportation plan goals and targets; and,
 3. Receive information about the April 19 Public Workshop to discuss the draft transportation plan goals, targets, and policies and share information about the workshop with other interested parties.
-

BACKGROUND

The Regional Transportation Commission (RTC) will integrate sustainable outcomes into the next Regional Transportation Plan (RTP), which makes up the Santa Cruz County transportation component of the Metropolitan Transportation Plan (MTP). RTC staff coordinated with the North American Sustainable Transportation Council (STC), the agency responsible for developing the Sustainable Transportation Analysis and Rating System (STARS), to identify standards that should be considered when developing a sustainable transportation plan. This effort takes into consideration federal planning factors and emphasis areas, as well as California SB 375 mandates for the Monterey Bay region. The subject categories and sustainability goals identified by STC and included in STARS were presented to the Interagency Technical Advisory Committee at the February 2012 meeting.

DISCUSSION

Overview of Draft Transportation Goals, Targets, and Policies

The proposed Draft transportation plan goals, targets, and policies are shown in Attachment 1.

Goals: Three key goals have been identified for the next transportation plan. These draft goals:

- provide the basis for integrating sustainable principles into the Santa Cruz County portion of the Metropolitan Transportation Plan (MTP);
- incorporate the eight sustainable objectives included in the Sustainable Transportation Analysis and Rating System (STARS) framework;
- support the Triple Bottom Line concept of a sustainable transportation system as one that balances the needs of people, the planet, and prosperity;
- advance state and federal transportation planning goals;
- serve as a tool for the tri-county region as a whole to address federal planning factors and emphasis areas and are consistent with activities associated with the Metropolitan planning process; and,
- support coordinating land use and transportation investments to reduce vehicle miles traveled and greenhouse gas emissions.

Targets: The proposed draft transportation plan targets have been identified, where possible, to establish measurable objectives for achieving the goals and to link policies and projects to goals. In many cases, the proposed targets are intended to support the goal of reducing per capita greenhouse gas emissions by 5 percent by 2035. This is the greenhouse gas emission reduction target set by the California Air Resources Board for the tri-county region, including Santa Cruz, San Benito, and Monterey Counties. Where modeling tools were not available, aggressive, but reasonable, targets were proposed based on other similar efforts. In some cases, targets provided are a range because some policies and strategies may receive greater emphasis based on how projects are grouped when evaluating plan alternatives.

Note that some of the targets have not been established at this time: 1A: The percentage of people that live within a 30 minute walk, bicycle, or transit trip to key destinations; and 1E: Improve travel time reliability for all trips between key destinations. These targets require additional baseline data that is not yet available. Also, 1A is largely related to land-use and therefore staff is recommending that no target be set for 1A until more information is available from the Association of Monterey Bay Area Governments (AMBAG) regarding the land use assumptions to be incorporated into the Sustainable Communities Strategy. ITAC members are encouraged to provide input on possible data sources or other resources to help define the targets.

Policies: The proposed draft transportation policies provide direction about the types of investments that are needed to achieve transportation goals and targets and encompass the specific transportation investment strategies expected to most advance the transportation plan goals and targets. Strategies are types of actions that address how investments should be implemented to most significantly advance goals and targets and are directly linked to specific policies. The proposed draft policies are intended to be specific enough to more easily guide transportation decision making in a manner consistent with sustainable objectives through referencing specific strategies, but allow for flexibility to identify other strategies

that may not have been considered and can also demonstrate that they advance sustainable objectives and targets.

RTC staff request that the Interagency Technical Advisory Committee provide input on the draft transportation plan goals, targets, and policies.

Federal and State Planning Goals

Although developed and implemented by the RTC, the Santa Cruz County transportation goals will be incorporated into the Metropolitan Transportation Plan, the federally required transportation planning document, to demonstrate that the tri-county region as a whole meets federal transportation planning requirements. As such, the draft transportation goals and policies incorporate federal planning goals, including federal planning factors and emphasis areas. The sustainable principles integrated into the Draft transportation goals and policies under consideration address transportation planning activities and problems common to the tri-county Metropolitan Planning Organization region, such as assessing the transportation impacts on livability, financial constraint, air quality and environmental concerns, reduced vehicle travel and enhanced travel services, incorporating multimodal facilities into planning, and system preservation.

The draft transportation goals and policies will also support statewide transportation planning goals and programs including, but not limited to, SB 375, Complete Streets, and Smart Mobility. The Santa Cruz County RTP – Action Element will make up the Santa Cruz County's portion of transportation component of the SB375 required Sustainable Communities Strategy and, along with the Action Elements from Monterey and San Benito Counties, will be incorporated into the MTP to meet state SB 375 requirements. The MTP, including the Sustainable Communities Strategy, is still in the very early stages of development given the Association of Monterey Bay Area Governments (AMBAG) later than anticipated receipt of grant funding dedicated for this project. RTC will work closely with AMBAG to identify if any additions could be made to the Santa Cruz County draft transportation goals and policies to ensure requirements are satisfied.

Project Evaluation/Selection

Projects listed in the MTP and RTP should advance the transportation plan goals and targets. Transportation plan policies should help to guide project funding decisions in a direction consistent with the transportation goals. Therefore, proposed projects should be consistent with the draft policies to allow the RTC to draw a link between the project lists and transportation plan goals.

Specific strategies (to be distributed separately) that can be directly linked to sustainable goals and policies and measurably advance targets have been identified by North American Sustainable Transportation Council (STC) as part of the Sustainable Transportation Analysis and Rating System (STARS). Project sponsors would be encouraged to propose projects for inclusion in the MTP and RTP that are consistent with the identified strategies. Undoubtedly, there may be additional projects/strategies that could help achieve the targets that were not identified by the STC. For projects that support policies, but that may not be identified in the

STARS strategies list, would still be included in project lists if project sponsors can demonstrate that the project is consistent with advancing transportation planning goals, targets, and the Triple Bottom Line. RTC staff will provide guidance to project sponsors on ways to demonstrate project effectiveness given limited data available and in a way that ensures consistency. Measures that could be utilized to demonstrate a link towards goals and targets and are consistent with measuring progress towards sustainability objectives include, but are not limited to: reduction in vehicle miles traveled, bicycle, pedestrian or transit trips, vehicle delay, travel times for bicycle, pedestrian and transit trips. Other criteria that could ensure consistency with goals could include: closing gaps in the bicycle, pedestrian network, project located within bicycle, pedestrian or transit "shed" of key destination or key origin, and/or addresses Complete Streets within a Sustainable Community Strategy Priority Area.

The forthcoming Complete Streets Assessment will also play an important role in project selection, to ensure consistency with the Sustainable Communities Strategy. RTC staff will be working with AMBAG staff to define the next steps in conducting the Complete Streets Assessment.

RTC staff request that the Interagency Technical Advisory Committee provide input on draft strategies that will support project evaluation and selection for inclusion in the transportation plan.

Next Steps

- April 19, 2012 RTC Transportation Policy Workshop: RTC staff will present the Draft transportation plan goals, targets, and policies to the RTC.
- April 19, 2012 Public Workshop: The RTC will host a public workshop to involve the public in the regional transportation planning process and to discuss the draft goals, targets, and policies. The workshop will be held at the Live Oak Senior Center at 6:30pm and will be a combination of presentation, display tables, and small group discussion. **Interagency Technical Advisory Committee members are encouraged to attend and to invite other interested parties.**
- May 3, 2012: RTC staff anticipates returning to the RTC with the final draft goals, targets, and policies, updated to incorporate input received from the public and RTC advisory committees. The goals and policies become final when the MTP and RTP are adopted in 2014.
- June-September 2012: RTC staff expects to solicit project ideas from the public, RTC Advisory Committees, and from potential project sponsors, at which time, RTC will work with the Interagency Technical Advisory Committee to finalize the project application form. Proposed project lists are scheduled to be due to the RTC in September 2012.

- June 2012: RTC staff expects to obtain input regarding transportation patterns of Santa Cruz County residents and visitors through an online survey, including obtaining additional information related to key destinations and barriers to utilizing the multimodal transportation system.
- October 2012-January 2013: RTC staff will evaluate transportation projects based on consistency with the transportation plan policies; the projects ability to advance the goals based on how the project fits within the identified strategies; or, the project justification provided. RTC staff will also work with AMBAG to evaluate the project's list ability to achieve the SB 375 greenhouse gas emission targets, when combined with future land use projections.

SUMMARY

At its last meeting, the Interagency Technical Advisory Committee received information about the sustainability framework that would be utilized to support development of transportation plan goals and policies. The outlined sustainability framework supports the Triple Bottom Line definition of sustainability, which identifies a sustainable transportation system as one that balances the needs of people, the planet, and prosperity. The recommended draft transportation goals and policies ([Attachment 1](#)) will provide the basis for integrating sustainable principles into the Santa Cruz County portion of the Metropolitan Transportation Plan (MTP), support development of a Sustainable Community Strategy, and serve as a tool for the tri-county region as a whole to address federal planning factors and emphasis areas. Projects listed in the MTP should advance the transportation plan goals and targets. Specific strategies that can be directly linked to sustainable goals and policies and measurably advance targets have been identified by STC as part of the Sustainable Transportation Analysis and Rating System (STARS). RTC staff is seeking input from the Interagency Technical Advisory Committee on the draft transportation plan goals, targets, policies, and strategies.

Attachments:

1. Draft transportation plan goals, targets, and policies
2. Draft transportation strategies (to be distributed separately)

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Draft Transportation Plan Goals, Targets, and Policies
April 6, 2012

- **GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

There is a strong relationship between achieving access, health, economic benefit, and climate and energy goals and targets. In many cases actions to achieve one goal will lead toward achieving the other goals. For example, providing better carpool, transit and bicycle trips reduce fuel consumption, retains money in the local Santa Cruz County economy and reduce congestion for those trips that require driving alone.

TARGETS:

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

- △ **1A.** Increase the percentage of people within a 30-minute walk, bike or transit trip to key destinations. *(To be developed in conjunction with Sustainable Communities Strategy.)*

Re-invest in the local economy by reducing expenses from fuel consumption and related vehicle use.

- △ **1B.** Reduce surface transportation-related per capital fuel consumption and greenhouse gas emissions by 5 percent by 2035

Reduce smog-forming pollutants, greenhouse gas emissions, and fossil fuel consumption.

- △ **1C.** Reduce per capita vehicle miles traveled 5 percent by 2035
 △ **1D.** Improve speed consistency between 0 to 50 percent on the County's congested highway and arterial roadways by 2035

Improve the convenience and quality of trips, especially for walk, bicycle, transit and car/vanpool trips.

- △ **1E.** Improve travel time reliability for all trips between key destinations. *(Seeking additional data to establish specific target numbers.)*

Improve health by increasing physical activity in using the transportation system.

- △ **1F.** Increase walking and bicycling and decrease single occupancy vehicle mode share compared to the baseline condition between 0 to 8 percent by 2035.

POLICIES:

- 1.1. *Transportation Demand Management:* Expand demand management (TDM) programs to key origins and destinations that decrease the number of vehicle miles traveled and result in mode shift.

Draft Transportation Plan Goals, Targets, and Policies
April 6, 2012

- 1.2. *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increase the efficiency of the existing transportation system.
- 1.3. *Transportation Infrastructure:* Improve multimodal access to and within key destinations.
- 1.4. *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks
- 1.5. *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

➤ **GOAL 2. Reduce transportation related fatalities and injuries**

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, vulnerable users (pedestrians and bicyclists) are killed and injured at a significantly higher rate than the percentage of trips they take.

TARGETS:

- Improve transportation safety, especially for the most vulnerable users.
- △ **2A.** Reduce injury and fatal collisions by mode by 50 percent by 2035
- △ **2B.** Reduce total number of high collision locations by 75%

POLICIES:

- 2.1 *Safety:* Prioritize funding for safety improvements that will reduce fatal or injury collisions
- 2.2 *Emergency Service:* Support projects that provide access to emergency services.
- 2.3 *Traffic Calming:* Incorporate traffic calming strategies in transportation investments that will reduce collisions.
- 2.4 *Connectivity:* Reduce the potential for conflict between bicyclists, pedestrians and vehicles at high use locations.

Draft Transportation Plan Goals, Targets, and Policies
April 6, 2012

- **GOAL 3. Deliver access and safety improvements cost effectively, within projected revenues, equitable and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.**

TARGETS:

Maintain the existing system.

△ **3A.** Increase local road pavement condition index to 70 by 2035

△ **3B.** Reduce the percentage of lane miles in “distressed” condition by 5% per year

Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations.

△ **3C.** Increase share of funding going to areas and projects servicing transportation disadvantaged people

Solicit broad public input.

△ **3D.** Maximize participation from diverse members of the public in RTC planning and project implementation activities, including various income strata and historically underrepresented groups.

POLICIES:

- 3.1 *Cost Effectiveness:* Maintain the existing transportation system cost-effectively.
- 3.2 *Maintenance:* Maintain and adapt the current transportation system to maximize existing investments.
- 3.3 *Coordination:* Improve coordination between agencies (e.g. paratransit and transit; road repairs; signal synch; TDM programs).
- 3.4 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.5 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access outcomes for transportation disadvantaged population
- 3.6 *Ecological Function:* Deliver transportation investments in a way that improves habitat, increases tree canopy, and avoids impacts to sensitive areas.
- 3.7 *Low Impact Design:* Support management and treatment of storm water on site through low impact design practices to improve water quality and stream flows.
- 3.8 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.

AGENDA: April 12, 2012

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: 2012 State Transportation Improvement Program Update

RECOMMENDATION

Staff recommends that project sponsors:

1. Proceed quickly in completing pre-construction activities for STIP-funded projects listed on Attachment 1; and
 2. Review all of their projects currently programmed in the Regional Transportation Improvement Program (RTIP) and submit requests to RTC staff by April 20 for any amendments that maybe needed.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. The *Regional Transportation Improvement Program (RTIP)* for Santa Cruz County is a list of projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Following a public hearing at its December 1, 2012 meeting, the Regional Transportation Commission (RTC) adopted the *2012 Regional Transportation Improvement Program (RTIP)*, selecting projects to receive \$8,939,000 of the region's projected share of STIP funds through FY16/17 and amending information for some previously programmed projects. Projects selected by the RTC for STIP funds were then forwarded to the California Transportation Commission (CTC), which makes the final determination on which projects are programmed to receive STIP funds, what year they are programmed, and when to release (allocate) funds to individual projects.

DISCUSSION

The CTC adopted the 2012 State Transportation Improvement Program (STIP) on March 29, 2012, approving CTC staff's recommendations for Santa Cruz County – including \$8.9 million in new funds to all eight of the projects proposed by the RTC (as shown in Attachment 1 and summarized below):

- Route 1, 41st Ave/Soquel Ave Auxiliary Lanes & Chanticleer bike/ped bridge - \$4 million
- Nelson Rd PM 2.0 storm damage repair, County – \$1,189,000
- Redwood Lodge Rd PM 1.65 storm damage repair, County - \$850,000
- Park Avenue sidewalks, Capitola - \$200,000
- Soquel/Park Way Intersection safety improvement, City of Santa Cruz - \$450,000
- Route 1/9 Intersection modifications, City of Santa Cruz - \$850,000
- Vine Hill School Rd & Tabor Dr sidewalks & bike lanes, Scotts Valley - \$400,000
- Airport Blvd at Freedom Blvd modifications, Watsonville - \$850,000
- Planning, programming, and monitoring, RTC - \$150,000

This was the first time in nearly a decade that the CTC approved new funds for all of the projects proposed by the RTC. Meetings between RTC and CTC board members regarding local street and road project needs, as well as testimony given by the RTC Executive Director at the February 2012 CTC STIP Hearing (including photos provided by County Public Works of storm damage), and letters from the ITAC and Assemblyman Alejo were instrumental in ensuring all of the RTC's proposed projects were included in the CTC's staff recommendations. The CTC rejected new funding requested for projects in approximately 20 other counties, including local road reconstruction and rehabilitation projects. According to CTC staff key differences between the RTC's proposal and those in other regions were that the RTC proposal included funds for state highway projects as well as local street and road projects and were not for general local road rehabilitation projects, but rather for roadways that are currently closed due to storm damages, safety, and TE projects.

While all of the projects approved by the RTC were included, the new capacity for the 2012 STIP is in FY15/16 and FY16/17, and therefore the CTC was not able to accommodate all of the projects in the years originally requested. CTC staff considered project readiness when determining which projects to move to later years. Initially, CTC staff had recommended delaying nearly all new projects to FY16/17; however following negotiations with RTC staff, delays were minimized, especially for projects that have already completed environmental review.

Regardless of what year projects are programmed in the STIP, the CTC's ability to allocate funds is dependent on revenue generation matching projections each year. While this can sometimes mean delays to projects the CTC considers lower priorities, the CTC may actually be able to release funds to projects in years earlier than shown in the 2012 STIP, as some other regions in the state may deliver a few of their large projects with alternate funding sources or other projects may be delayed. As such, **staff urges project sponsors to complete pre-construction work (environmental review, design, and right-of-way) as quickly as possible** so they may be able to take advantage of any freed up allocation capacity.

Next Steps

The Santa Cruz County Regional Transportation Improvement Program (RTIP) will need to be amended to match the adopted 2012 State Transportation Improvement Program (STIP). Staff will return to the May 2012 RTC meeting with recommendations for those amendments. **Staff also recommends that the project sponsors review**

all of their projects currently programmed in the RTIP and submit requests to RTC staff by April 20 of any additional amendments that maybe needed.

RTC staff will also work with the Association of Monterey May Area Governments to incorporate federally-funded and/or regionally significant projects into the Metropolitan Transportation Improvement Program (MTIP).

SUMMARY

On December 1, 2012, the RTC adopted the 2012 Regional Transportation Improvement Program (RTIP), which included its proposal for Santa Cruz County's share of State Transportation Improvement Program (STIP) funds to the California Transportation Commission (CTC). On March 29, 2012 the CTC adopted the 2012 STIP, programming \$8.9 million in new funding for all eight of the projects that had been approved by the RTC. Due to funding constraints in the first 3 years of the STIP, the CTC programmed some projects in later years that originally proposed by the RTC. The RTC will be asked to amend the 2012 RTIP to reflect the CTC actions in May.

Attachment 1: Adopted 2012 STIP Project List

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2012 STIP - Adopted 3/29/12
(in 000s)

Santa Cruz																	
Agency	Rte	PPNO	Project	Extension	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component					
							Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup
STIP Projects Previously Allocated																	
Santa Cruz Co	loc	930	Graham Hill Rd improvements		Jul-10	2,671	2,671	0	0	0	0	0	0	2,671	0	0	0
SCCRTC		921	Planning, programming, and monitoring		Jul-10	300	300	0	0	0	0	0	0	300	0	0	0
Caltrans	1	6500	Auxiliary lanes, Morrissey Bl to Soquel Dr (CMIA)		Aug-11	2,262	2,262	0	0	0	0	0	71	2,150	0	0	41
SC MTD	bus	2284	Bus stop improvements		Jan-11	500	500	0	0	0	0	0	0	500	0	0	0
SCCRTC	rail	932	Santa Cruz Branch Rail R/W & improvements (P116)	SB 184	Jan-11	4,000	4,000	0	0	0	0	0	4,000	0	0	0	0
SCCRTC		921	Planning, programming, and monitoring		Jul-11	300	300						0	925	0	0	0
Total 2010 STIP allocations						10,033	10,033	0	0	0	0	0	4,071	6,546	0	0	41
Watsonville	loc	413	Rt 1 Harkins Slough Rd interchange (10S-041)			7,340	0	0	462	6,878	0	0	462	6,878	0	0	0
SCCRTC	loc	73A	Rt 1, 41st Ave/Soquel Av Aux Lns & bike/ped bridge		NEW	4,000	0	0	0	2,570	1,430	0	1,430	0	0	2,570	0
Santa Cruz	loc	2364	Soquel/Park Wy Intersection safety improvement		NEW	450	0	450	0	0	0	0	0	450	0	0	0
Santa Cruz	loc	4658	Rt 1/9 Intersection modifications		NEW	850	0	0	0	0	850	0	0	850	0	0	0
Watsonville	loc	2366	Airport Blvd at Freedom Blvd modifications		NEW	850	0	0	0	850	0	0	0	850	0	0	0
Santa Cruz Co.	loc	2367	Nelson Rd PM 2.0 storm damage repair		NEW	1,189	0	0	0	1,189	0	0	244	945	0	0	0
Santa Cruz Co.	loc	2368	Redwood Lodge Rd PM 1.65 storm damage repair		NEW	850	0	0	0	850	0	0	0	850	0	0	0
SCCRTC		921	Planning, programming, and monitoring			625		175	150	150	96	54	0	925	0	0	0
Subtotal, Highway Projects						16,154	0	625	612	12,487	2,376	54	2,136	11,748	0	2,570	0
SCCRTC	rail	932	Santa Cruz Branch Rail improvements (ext 5-11)	Dec-12		5,350	5,350	0	0	0	0	0	0	5,350	0	0	0
Subtotal, Rail & Transit Projects						5,350	5,350	0	0	0	0	0	0	5,350	0	0	0
Transportation Enhancement (TE) Projects:																	
Santa Cruz	te	1822	Broadway-Brommer St bike/ped path (10S-041)			2,430	0	2,430	0	0	0	0	0	2,430	0	0	0
Santa Cruz Co	te	2304	Calabasas Road Improv. Bradford to Buena Vista (10S-041)			1,050	0	1,050	0	0	0	0	0	1,050	0	0	0
SCCRTC	te	1872	Monterey Bay Sanctuary Scenic Trail Network (10S-041)			1,845	0	0	40	1,805	0	0	0	1,805	0	40	0
SCCRTC	te	1968	Rt 1 Mar Vista bike/ped overcrossing			6,564	0	0	500	1,635	4,429	0	1,060	4,429	500	575	0
Capitola	te	2363	Park Avenue sidewalks		NEW	200	0	0	200	0	0	0	0	200	0	0	0
Scotts Valley	te	2365	Vine Hill School Rd & Tabor Dr sidewalks & bike lns		NEW	400	0	0	400	0	0	0	0	400	0	0	0
Subtotal TE Projects						12,489	0	3,480	1,140	3,440	4,429	0	1,060	10,314	500	615	0
Total STIP (not allocated as of 4/1/12)						33,993	15,383	4,105	1,752	15,927	6,805	54	7,267	33,958	500	3,185	41
Notes:																	
RTIP adopted 12/1. Received 12/15.																	
Park Avenue sidewalks (2363) and Vine Hill School Rd & Tabor Dr sidewalks and bike lns (2365) - not approved for state only funds (though SOF requested by RTC).																	
Highlights: Where CTC adopted STIP funding years differed from RTIP proposal																	

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: 2012 State and Federal Legislative Updates

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive update on state and federal legislative activities and inform staff of any additional bills the Regional Transportation Commission (RTC) should track.

BACKGROUND

Given that state and federal legislative actions and policies result in new requirements for transportation planning, programming, and project implementation, the RTC works with Sacramento and Washington, D.C. assistants and other transportation entities to monitor and provide input on federal and state actions that could impact transportation in Santa Cruz County. Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide these activities. A key focus of these activities is on addressing the significant shortfall in funding available to address transportation needs and priorities included in our region's transportation planning documents.

The last day for bills to be introduced during this state legislative session was February 24, 2012 though bills can be (and often are) amended throughout the session. June 1 is the last day for bills to be passed out of the house of origin (i.e. the Assembly or Senate), with August 31 the final deadline for the legislature to approve bills. The Governor has until September 30 to sign or veto bills approved by the legislature.

DISCUSSION

Federal Transportation Act

Staff continues to monitor development of the new federal transportation act which will determine funding levels for some transportation projects in the region, as well as set requirements for planning and project implementation. As reported at past meetings, the Federal Transportation Act, SAFETEA-LU, expired in September 2009 and as of March 30, 2012 has been extended repeatedly through continuing resolutions. The latest extension keeps U.S. Department of Transportation (DOT) programs operational while negotiations over a longer-term bill continue. Without the extension, federal fuel taxes (18.4 cent-per-gallon on gasoline, generating about \$110 million a day) would have expired and federally-funded projects would

have been halted or invoices not paid. This is the 9th consecutive extension of the law since September 2009. Congress is now on recess until April 16.

On a bipartisan vote of 74-22, the Senate approved a two year, \$109 billion transportation bill, *Moving Ahead for Progress in the 21st Century* (MAP-21) in mid-March 2012. Some of the concerns raised by RTC were addressed in the adopted bill, as summarized in a memorandum from RTC's D.C. Legislative Assistants ([Attachment 1](#)). While Senate members and House Democrats pressed the House to pass the Senate bill (MAP-21) last week, House Republicans pushed the short-term extension to allow more time to try to build consensus on their five-year, \$260 billion proposal (HR 7). Rep. John Mica (R-Fla.), who is chairman of the House Transportation and Infrastructure Committee, criticized the two-year Senate bill stating, "It almost always takes two years to do a transportation bill, and I've been at it for 14 months." A key challenge is that federal gas tax revenues have not kept pace with the cost of transportation projects and programs.

With the extension approval bringing a decision closer to the November election, some transportation advocates see little hope for a pre-election long-term transportation bill ([Attachment 2](#)). However, House Speaker John Boehner (R-Ohio) has identified the transportation bill as a top legislative priority this year. During a news conference Boehner said, "We expect that after this 90-day extension, that when we get back, we will move quickly to move a highway bill with our energy initiatives and ship it over to the United States Senate." But few are optimistic that the House will be able to create a bipartisan measure that can find the broad support typical of past transportation bills.

State Legislative Tracking and Positions

JEA and Associates has been monitoring several state transportation bills that could impact the RTC or projects sponsors ([Attachment 3](#)). Staff recommends that ITAC members inform staff of any additional bills to monitor. The full text of bills is available online at <http://www.leginfo.ca.gov/bilinfo.html>.

SUMMARY

This report provides an overview of state and federal legislative activity that could impact transportation planning, programming and projects in Santa Cruz County.

Attachments:

1. Federal Legislative Update, Capital Edge
2. Article on Federal Transportation Act - Politico
3. State Bill Track

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**SANTA CRUZ COUNTY RTC
WASHINGTON OFFICE MEMORANDUM**

TO: George Dondero
FROM: Carolyn Chaney/Chris Giglio
DATE: March 27, 2012
SUBJECT: Federal Legislative Update

On March 15, the Senate approved S 1813, a two-year (actually 18-month, since we are currently halfway through the current federal fiscal year) surface transportation reauthorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21).

MAP-21 would authorize \$109 billion over two years for federal highway, transit, and safety programs – roughly at current funding levels. The legislation was approved by a vote of 74-22, with 22 Republicans joining all Senate Democrats in voting for the measure. The bipartisan nature of the measure is in stark contrast to the current state of affairs in the House, where virtually every Democrat has expressed opposition to the five-year, \$260 billion measure (HR 7) that GOP leaders have crafted.

With regard to MAP-21, changes to current law in that bill that may have an effect on the Santa Cruz region include:

- Changing the allocation of funding from the main federal highway program (STP) from 62.5% to metropolitan areas and 37.5% to states to an even 50-50 split. While MAP-21 increases funds in the overall STP program to prevent MPOs such as AMBAG from receiving less funding, that situation might not always be the case, and the change represents a departure from local control.
- Forcing MPOs with urbanized areas below 200,000 (such as AMBAG) to engage in a series of performance measures in order to keep their designation as an MPO. Those that fail will be re-designated (folded into a larger MPO such as MTC) or eliminated.
- Combines the Transportation Enhancement (TE), Recreation Trails, and Safe Routes to School programs into one program that is funded at current levels for TE and is allocated equally to MPOs and states by formula. These programs have been targeted for elimination by a number of Republicans in Congress.
- Maintains the funding set-aside for “off-system” bridges – the original version of MAP-21 would have allocated federal bridge funds only to projects on the interstate system.

- Requires DOT to develop “complete streets” standards for federal transportation projects, but states would be able to opt-out and develop their own standards.
- Improves project delivery time and costs by expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.
- Consolidates DOT programs from about 90 to 30, with the majority of federal highway funds provided through five core programs (down from seven).
- Retains the Congestion Mitigation and Air Quality program but with a new focus on PM2.5 (particulate matter 2.5, or diesel emissions).
- Expands the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to \$1 billion annually. TIFIA provides loans to accelerate projects that have a dedicated source of local funding.
- Changes most of the discretionary transit grant programs (State of Good Repair, Bus and Bus Facilities, etc.) into formula programs. This would have an effect on how Metro seeks federal grant funding, but it is unclear if the effects would be positive, negative, or neutral.
- Includes provisions to provide tax benefits for employers offering transit assistance to employees of up to \$230 per month, which puts it on par with parking benefits.
- The measure does not include any earmarks for specific projects.

During floor debate of MAP-21, the Senate rejected an amendment that would have extended a number of energy tax breaks that expired at the end of last year, including the alternative fuels tax credit. While there is broad support for extending these credits, the amendment to MAP-21 did not have an offset for the additional spending it would have required, and as a result, Senate Republicans (and four Democrats) voted against the proposal. The alternative fuels tax credit is worth approximately \$800,000 annually to Santa Cruz Metro, and that number will grow to over \$1 million as the agency increases its clean fuels fleet.

With passage of a bill in the Senate, the focus has shifted to the House, where leaders thus far are rejecting offers to take up the Senate bill. With the expiration of the most recent extension of the SAFETEA-LU law coming on March 31, House leadership is now promoting a 60-day extension to allow them time to round up votes for their bill (HR 7) and leave Washington on March 29 for a two-week spring recess without shutting down the Department of Transportation.

As of this writing, House and Senate Democrats were resisting Republican calls for another extension of current law and have urged House leaders to either approve the Senate bill or consider a short-term extension that also includes some language that would allow the House to enter into a conference committee with the Senate to reconcile their differences. Neither suggestion is likely to be acceptable by Republicans, so ultimately, Democrats may have to give in to approval of a “clean” 60-day extension of current law or risk the political fallout of forcing a DOT shutdown.

If House leaders do bring a five- year bill like HR 7 to the floor, it is not likely to include an earlier proposal to eliminate the Mass Transit Account of the Highway Trust Fund – a major victory for transit advocates. However, it almost certainly will include controversial language to expand domestic oil and natural gas exploration, as well as a mandate that the President approve the Keystone XL pipeline project, which will all but guarantee unanimous Democratic opposition.

At this time, the problem for House Republican leaders is that they have yet to produce legislation that would receive a majority of votes in the House and as a result, there is much confusion among rank-and-file Members as to what exactly they will be considering.

POLITICO

More bumps ahead for transport bill

By: Kathryn A. Wolfe

April 5, 2012 11:55 PM EDT

As Congress starts back down the road on hammering out a transportation bill, expect more nail-biting extension deadlines, delayed projects for states and partisan spats. The reason is simple: money.

With gas tax revenues falling, there just isn't enough money to go around for federal transportation programs. The simplest solution would be to raise the gas tax, but that's politically poisonous. Still, the pressure from states and outside groups to finish a bill has politicians upping the rhetoric and reaching for some unorthodox and ultimately temporary solutions.

"We've just been caught up partially in election-year politics and partially in this whole battle that seems to trump and override our issue, which is the budget battle," said Pete Ruane, president and CEO of the American Road & Transportation Builders Association. "That's not going to go away; you could call that the new normal. That's going to be part of this debate every single time until they finally make some tough decisions about how to fund these programs."

Before Congress left for a two-week recess, the two parties brawled right up to the point of no return about whether to extend transportation programs that were otherwise set to expire last weekend. Democrats wanted House Republicans to just take up the Senate's two-year, \$109 billion transportation bill, but the House wanted more time to put together its own longer-term bill.

In the end, Congress did what was expected and extended programs for three months, but not before a bruising fight of unprecedented length and volume over something typically considered a routine matter. It's not unusual for a transportation bill to need many extensions before lawmakers can strike a final deal, but there's rarely been a case when an extension has generated so much angst.

Now the clock is again ticking, and Rep. Peter DeFazio (D-Ore.) said there's so far been no serious attempt to include Democrats in the House discussion. Rather, Republicans have been fighting among themselves in an attempt to find a way to pass the bill with only party votes. Some lawmakers want to get the federal government out of the business of transportation funding completely, shifting responsibility to the states.

Ed Wytkind, president of the Transportation Trades Department of the AFL-CIO, said the gas tax shortfall has been years in the making.

"We're running a 2012 transportation system on a 1993 budget. That's the problem. It's the point that neither party wants to talk about right now in an election year," Wytkind said, "but at some point, there's going to have to be a courageous bipartisan agreement reached."

Ruane said the transportation bill has become a victim of the ongoing ideological battle over spending policy.

“This is all about raising revenues,” he said. “Because that’s the real central issue in these debates; it’s going to get political and stay political.”

Every transportation policymaker understands the potential long-term solutions to these near-term problems, but few have the guts to push them forward because they involve difficult choices about how to raise more money for federal transportation programs.

The underlying problem remains that the Highway Trust Fund, the place where gas tax revenues are deposited, does not have enough money in it to adequately fund the country’s transportation needs.

Raising the gas tax — which has remained static since the last time it was raised in 1993 — is something politicians won’t touch, especially in an election year. And the other widely discussed solution, switching to a system that would charge people based on how many miles they’ve driven, has technological and ideological challenges.

Some fiscal conservatives, backed by groups such as The Heritage Foundation, have suggested that the government should just “devolve” the program back to the states. But Ruane said that is a nonstarter.

“Do you realize what the states would have to do themselves? They’d all have to raise their own taxes, ... anywhere from 20 cents up to a dollar,” he said. “It sounds good, but it’s naive politically and they haven’t done their homework.”

Shortfalls in the Highway Trust Fund are the reason why the Senate has put forward a two-year bill instead of a more typical five- or six-year bill; the longer the bill runs, the more revenues lawmakers have to come up with from other places to plug the revenue gap.

Politically speaking, it’s easier to come up with less money in a single shot, which could mean shorter and shorter transportation bills until a solution is found to the money problem.

Jack Basso, director of program finance and management at the American Association of State Highway and Transportation Officials, said shorter bills are certainly a possible outcome, though he noted that in past decades, transportation bills ran two years because of the way cost estimates worked.

“It’s not like God came down from Mount Sinai and ordered that — it’s become a practice and it’s certainly good if we can do that,” Basso said.

But he noted that even the Senate’s two-year bill hasn’t been a panacea.

“Even if you have a two-year bill, if you don’t have any money in the trust fund, you have the same problem,” Basso said. “What I hope comes out of all of this is we get through what we’re in now, and then it becomes clear that the money fix has to be found because you can see how much angst is going on right now.”

Ruane said a long-term solution needs to be done in a bipartisan fashion — and likely spearheaded by the administration — regardless of who is in power.

“It’s got to start there, and then it has to be a bipartisan approach ... or it’ll be reduced to the kind of chaos and political sniping and rhetoric that we have right now,” he added.

Ruane also suggested that whatever proposal the administration puts forward must be

comprehensive, “not just principles and raw ideas and concepts.”

He was hinting at the way the Obama administration has handled transportation policy to date. Early on, transportation watchers felt the administration was disengaged. When Democrats held the House, the administration’s only substantial transportation policy proposal was to ask for an 18-month extension to give them time to work out their positions.

And the administration has never submitted a formal transportation reauthorization to Congress — a first in recent memory. Instead, the administration has included the skeleton of a reauthorization proposal as part of its annual budget submission, which until this year had no identified pay-fors.

Congress has now bought itself until just before the July 4 recess to come up with a final agreement on a transportation bill — or enact another extension. But whatever path lawmakers choose to take, the uncertainty over extensions right in the middle of construction season is already causing states to delay projects.

DeFazio said data show that the average state is losing 3,000 to 4,000 construction jobs due to delayed projects.

In any case, Ruane said voters aren’t the only people who are watching how lawmakers proceed.

“The inertia has cost and the Congress is going to be held accountable for that,” Ruane said. “The political message here is that all this is not going unnoticed. Everyone is not only watching but evaluating very closely the positions and behavior of our elected representatives. If they don’t do their job, then they’re going to hear from us.”



SCCRTC

March 26, 2012 Legislative Bill Track

AB 441 (Monning D) State planning.

Introduced: 2/14/2011; **Last Amended:** 1/23/2012

Location: 2/16/2012-S. T. & H.

Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the CTC, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans.

Position: Monitor

AB 819 (Wieckowski D) Bikeways.

Introduced: 2/17/2011; **Last Amended:** 1/11/2012

Location: 2/16/2012-S. T. & H.

Summary: Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification .

Position: Monitor

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

Introduced: 2/17/2011; **Last Amended:** 1/13/2012

Location: 2/16/2012-S. E.Q.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . This bill contains other existing laws.

Position: Monitor

AB 1444 (Feuer D) Environmental quality: expedited judicial review: public rail transit projects.

Introduced: 1/4/2012

Location: 1/4/2012-A. PRINT

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project. This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.

Position: Monitor

AB 1532 (John A. Pérez D) California Global Warming Solutions Act: Greenhouse Gas Reduction Account.

Introduced: 1/23/2012

Location: 2/2/2012-A. NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.

Position: Monitor

AB 1543 (Alejo D) Public contracts: Buy American.

Introduced: 1/25/2012

Location: 2/9/2012-A. B.,P. & C.P.

Summary: The California Buy American Act requires that a governing body of any political subdivision, municipal corporation, or district, and any public officer or person charged with the letting of contracts for the construction, alteration, or repair of public works or for purchasing materials for public use to only let those contracts to a person who agrees to use or supply materials produced or manufactured in the United States, as prescribed. Existing law does not apply this requirement to specified medical and scientific equipment and instruments, sewing machines, printing presses, or office machines or supplies, as specified. This bill would, on and after January 1, 2014, also apply a similar requirement to public contracts let for the purchase or lease of any manufactured tangible personal property or for any materials or structural components to be incorporated into real property, and would provide for specified exceptions, as provided. This bill would repeal those provisions that prohibit the application of the existing United States-made preference to specified medical and scientific equipment and instruments, sewing machines, printing presses, or office machines or supplies. By imposing new duties upon local governments with respect to public contracts, this bill would impose a state-mandated local program. This bill would also make related changes. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1572 (Fletcher R) Service authorities for freeway emergencies: San Diego County.

Introduced: 2/1/2012

Location: 2/17/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles. This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1722 (Alejo D) Department of Transportation: changeable message signs.

Introduced: 2/16/2012

Location: 3/1/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways. This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.

Position: Monitor

AB 1770 (Lowenthal, Bonnie D) California Transportation Financing Authority.

Introduced: 2/17/2012

Location: 3/1/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1780 (Bonilla D) Department of Transportation: project studies reports.

Introduced: 2/21/2012; **Location:** 2/21/2012-A. PRINT

Summary: Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would make a technical, nonsubstantive change to these provisions.
Position: Monitor

ACA 23 (Perea D) Local government transportation projects: special taxes: voter approval.

Introduced: 2/23/2012; **Location:** 2/23/2012-A. PRINT

Summary: The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Position: Support – consistent with RTC Legislative program

SB 1094 (Kehoe D) Land use: mitigation lands: nonprofit organizations.

Introduced: 2/16/2012

Status: 3/23/2012-Set for hearing April 10.

Calendar: 4/10/2012 9:30 a.m. - Room 112 SENATE NATURAL RESOURCES AND WATER, PAVLEY, Chair

Summary: The Planning and Zoning Law provides that if a state or local agency requires a person to transfer to that agency an interest in real property to mitigate the environmental impact of a project or facility, that agency may authorize specified entities to hold title to, and manage that interest in, real property, as well as any accompanying funds, provided those entities meet specified requirements. Existing law requires that if accompanying funds, as defined, are conveyed at the time the property is protected, then the holder of those accompanying funds must meet specified requirements. Existing law requires a state or local agency to exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage and steward land, water, or natural resources, as well as the accompanying funds. This bill would authorize an agency, in connection with the provisions described above, to also permit a governmental entity to hold title to, and manage that interest in, real property, as well as any accompanying funds. This bill would remove the requirement that a state or local agency exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage the accompanying funds. This bill would also modify the requirements that the holder of accompanying funds must meet, and would provide that those requirements also apply to accompanying funds that are secured at the time the property is protected. This bill contains other related provisions and other existing laws.

Position: Monitor

SB 1102 (DeSaulnier D) State transportation improvement program.

Introduced: 2/16/2012; **Location:** 3/1/2012-S. T. & H.

Calendar: 3/27/2012 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman

Summary: Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the

department is the responsible agency for project development work. This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.

Position: Monitor

SB 1533 (Padilla D) Transportation.

Introduced: 2/24/2012

Location: 3/22/2012-S. RLS.

Summary: Existing law provides various funding sources for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.

Position: Monitor