



Santa Cruz County Regional Transportation Commission Transportation Policy Workshop

AGENDA

**Thursday, May 17, 2012
9:00 a.m.**

**NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, Ca**

NOTE

See the last page for details about access for people with disabilities and meeting broadcasts.

En Español

Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE

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COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Rachel Falsetti
City of Capitola	Kirby Nicol
City of Santa Cruz	Don Lane
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Ellen Pirie
County of Santa Cruz	John Leopold
County of Santa Cruz	Mark Stone
County of Santa Cruz	Neal Coonerty
County of Santa Cruz	Greg Caput
Santa Cruz Metropolitan Transit District	Dene Bustichi
Santa Cruz Metropolitan Transit District	Lynn Robinson
Santa Cruz Metropolitan Transit District	Ron Graves

The majority of the Commission constitutes a quorum for the transaction of business.

Article 8 Transportation Development Act Claims – only City and County representatives vote

Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote

1. Introductions
2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

CONSENT AGENDA

3. Approve amendments to the FY11-12 Budget and Work Program (Resolution)

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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

REGULAR AGENDA

4. Santa Cruz Branch Rail Line Acquisition Project-Operator
(Luis Mendez, Deputy Director)
 - a. Staff report
 - b. Criteria for selection of Rail Service Operator
 - c. Rail Service Operators summary matrix
 - d. Proposal of Iowa Pacific Holdings
5. Revised Draft Regional Transportation Plan (RTP) goals, targets and policies
Santa Cruz County components of the Metropolitan Transportation Plan
(Grace Blakeslee, Transportation Planner)
 - a. Staff report
 - b. Summary of comments and response to comments received on draft transportation goals, targets, policies and strategies received as of May 8th
 - c. Revised draft transportation plan goals, targets, and policies
 - d. Revised draft transportation plan strategies
 - e. Overview of draft transportation plan goals, targets, policies, and strategies

6. Transportation Funding Strategy update-Potential Ballot Measures
(*Rachel Moriconi, Senior Transportation Planner*)
 - a. Staff report
 - b. Potential Ballot Measures in November 2012
7. Fiscal Year (FY) 12-13 Work Program
(*Luis Mendez, Deputy Director*)
 - a. Staff report
 - b. Resolution approving the proposed fiscal year (FY) 12-13 RTC Work Program
8. Next meetings

The next SCCRTC meeting is scheduled for Thursday, June 7, 2012 at 9:00 a.m. at the City of Watsonville Council Chambers, 475 Main St, Watsonville, CA.

The next Transportation Policy Workshop is scheduled for Thursday, June 21, 2012 at 9:00 am at the SCCRTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215

Watsonville Office
275 Main Street, Suite 450, Watsonville, CA 95076
(831) 768-8012
email: info@sccrtc.org / website: www.sccrtc.org

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Agenda packets: Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:

- | | |
|--------------------------|-------------------------|
| - Aptos Branch Library | - Branciforte Library |
| - Central Branch Library | - Scotts Valley Library |
| - Watsonville Library | |

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HOW TO REQUEST

❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, Please attend the meeting smoke and scent-free.

❖ SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

AGENDA: May 17, 2012

TO: Regional Transportation Commission (RTC)

FROM: Luis Pavel Mendez, Deputy Director

RE: Amendments to the Fiscal Year (FY) 2011-12 Budget & Work Program

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) amending the FY 11-12 Budget and Work Program as shown on Exhibit A of Attachment 1.

BACKGROUND

At its October 2011 meeting, the Regional Transportation Commission (RTC) approved the major fall amendment to the fiscal year (FY) 11-12 budget and work program and has made some other amendments since then. Due to expenditure and work trends, it is necessary to consider further amendments to the FY 11-12 budget and work program.

DISCUSSION

Most of the proposed FY 2011-12 budget amendments are found in the planning budget pages. The most significant change involves the Monterey Bay Sanctuary Scenic Trail Network Master Plan (MBSST). The enhanced public outreach and stakeholder participation activities have required more consultant and staff work than previously anticipated. Therefore, it is necessary to approve an additional \$66,000 in project funds to complete the master plan work. There are sufficient funds allocated to the project for this work. Other changes in the planning budget result from moving funds between budget lines to accommodate work trends or to more specifically define public information work as suggested by the Association for Monterey Bay Area Governments (AMBAG). Some funds under the planning budget will be carried over into the next fiscal year.

As previously reported, at the recommendation of RTC counsel, staff hired outside legal counsel for the call box program to assist with recently developed contracting requirements. It is taking more work than originally estimated to address the requirements; therefore, some funds are added to the legal counsel line under the Service Authority for Freeway Emergencies (SAFE) budget. Under the rail/trail authority budget the staffing budget is slightly reduced because less staff work than previously estimated has been required during this fiscal year. The proposed changes to staffing budget lines do not increase the overall staffing budget but simply reallocate funds within the overall staffing budget. Therefore, **staff recommends that the RTC approve the attached resolution (Attachment 1) amending the FY 11-12 Budget and Work Program as shown on Exhibit A of Attachment 1.**

SUMMARY

To accommodate expenditure and work trends, it is necessary to amend the FY 2011-12 budget and work program. Staff recommends that the RTC approve the attached resolution (Attachment 1) amending the FY 2011-12 budget and work program.

Attachments:

1. Resolution amending the FY 11-12 budget and work program as shown on Exhibit A

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ATTACHMENT 1

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 17, 2012
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE FY 11-12 BUDGET AND WORK PROGRAM FOR THE
REGIONAL TRANSPORTATION COMMISSION

WHEREAS, the Santa Cruz County Regional Transportation Commission adopts and
periodically amends a budget and work program for each fiscal year to guide its expenses and work;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION
COMMISSION:

1. The FY 11-12 Budget and Work Program for the Santa Cruz County Regional
Transportation Commission (RTC) are hereby amended as shown in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Kirby Nicol, Chair

ATTEST:

George Dondero, Secretary

Attachments: Exhibit A - SCCRTC FY 11-12 Budget as amended

Distribution: RTC Fiscal
AMBAG

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
PROJECTED REVENUE SUMMARY
FY 2011-2012 BUDGET

1 PROJECTED REVENUE SUMMARY

	FY11-12 APPROVED 03/01/12	FY11-12 PROPOSED 05/17/12	DIFFERENCE	NOTE
2 SOURCES				
3				
4				
5 Transportation Development Act (TDA):				
6 Auditor's 1/4 Cent Sales Tax Estimate	7,016,950	7,016,950	0	
7 Reserves budgeted (Bike to Work and CTSC)	0	0	0	
8 Interest Estimate	8,000	8,000	0	
9 <i>Total TDA Apportioned</i>	7,024,950	7,024,950	0	
10				
11 State Transit Assistance (STA)	2,851,031	2,851,031	0	
12 Planning Grant Funds/Others:				
13 Rural Planning Assistance (RPA)	315,000	307,500	-7,500	- Work trend adjustment; funds to be carried over into next fiscal year
14 STIP for Planning (PPM)	280,000	280,000	0	
15 RSTP Exchange - Eco Act, CTSC, Bike Signage & STARS	181,114	181,114	0	
16 FHWA - Earmark	460,000	526,000	66,000	- More work than previously estimated for public outreach and stakeholder participation
17 FHWA - Planning (PL) - from AMBAG	233,351	233,351	0	
18 Coastal Conservancy	250,000	250,000	0	
19 AB2766/Air District Funds:	16,146	16,146	0	
20 Env. Justice Context-Sensitive Planning Grant	39,500	39,500	0	
21 New Freedom Grant	165,000	160,000	-5,000	- To be carried over into next fiscal year
22 SGC Grant	20,000	20,000	0	
23 Transit intern and planning grants	54,818	47,818	-7,000	- Work trend adjustment; funds to be carried over into next fiscal year
24 Other Revenues	0	5,486	5,486	- Adopted into budget on 03/01/12 but not included on this summary page
25 RTC Funds Budgeted	290,189	289,689	-500	- To accommodate work trend adjustments
26 <i>Planning/Other Total</i>	2,305,118	2,356,604	51,486	
27 Rideshare:				
28 RSTP Exchange & AMBAG funds	152,271	152,271	0	
29 CMAQ - Rideshare	188,253	188,253	0	
30 AB2766	91,467	91,467	0	
31 Service Authority for Freeway Emergency (SAFE):				
32 DMV Fees and interest	235,000	235,000	0	
33 Other - MTC SAFE and Partnership Planning Grant	213,591	213,591	0	
34 SAFE Funds Budgeted	145,042	150,042	5,000	- Outside legal counsel assisting with contracting requirements
35 Freeway Service Patrol (FSP):				
36 Caltrans Grant	204,000	204,000	0	
37 Hwy 1 Aux Lanes TMP funds	30,000	30,000	0	
38 FSP Reserves Budgeted and Interest	128,000	128,000	0	
39 Rail/Trail Authority:				
40 Proposition 116 and STIP	19,550,000	19,550,000	0	
41 Leases and Union Pacific	445,000	445,000	0	
42 Federal Earmark and RSTP Exchange	729,805	729,805	0	
43 Transfer - in from TC Planning	110,000	110,000	0	
44 Rail/Trail Funds Budgeted	172,554	172,554	0	
45 Highway 1:				
46 RSTP Exchange	2,803,041	2,803,041	0	
47 Federal Earmark	0	0	0	
48 STIP	2,153,981	2,153,981	0	
49 CMIA	16,190,000	16,190,000	0	
50 RSTP Exchange Program	5,764,690	5,764,690	0	
51 TOTAL	61,487,794	61,544,280	56,486	

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
APPORTIONMENT SUMMARY
FY 2011-2012 BUDGET**

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2 **APPORTIONMENT SUMMARY**

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CLAIMANTS	FY11-12 APPROVED 03/01/12	FY11-12 PROPOSED 05/17/12	DIFFERENCE	NOTE
Transportation Development Act (TDA): (1)				
TDA Reserve Fund	20,650	20,650	0	
SCCRTC:				% Change
TDA Administration	453,000	453,000	0	0.00%
TDA Planning: General Planning	266,840	266,840	0	0.00%
Bike to Work	50,000	50,000	0	0.00%
Bike & Pedestrian Safety (CTSC)	100,000	100,000	0	0.00%
<i>Subtotal</i>	869,840	869,840	0	0.00%
SCMTD	5,244,963	5,244,963	0	0.00%
Specialized Transit (Community Bridges/CTSA)	515,295	515,295	0	0.00%
Volunteer Center	61,345	61,345	0	0.00%
City of Capitola	11,801	11,801	0	0.00%
City of Santa Cruz - Non Transit	71,935	71,935	0	0.00%
City of Scotts Valley	13,772	13,772	0	0.00%
City of Watsonville	60,926	60,926	0	0.00%
County of Santa Cruz	154,424	154,424	0	0.00%
<i>Subtotal</i>	6,134,460	6,134,460	0	0.00%
TOTAL TDA APPORTIONED	7,024,950	7,024,950	0	
State Transit Assistance (STA) - SCMTD	2,851,031	2,851,031	0	
Planning Grant Funds/Others:				
SCCRTC:	2,241,738	2,291,874	50,136	- Work trend adjustments
Community Traffic Safety Coalition	53,861	53,861	0	
Ecology Action	10,869	10,869	0	
<i>Subtotal</i>	2,306,468	2,356,604	50,136	
Rideshare	431,991	431,991	0	
SAFE	593,633	598,633	5,000	- Outside legal counsel assisting with contracting requirements
Freeway Service Patrol (FSP)	362,000	362,000	0	
Rail/Trail Authority	21,007,359	21,007,359	0	
Highway 1	21,147,022	21,147,022	0	
RSTP Exchange Program	5,764,690	5,764,690	0	
TOTAL	61,489,144	61,544,280	55,136	

(1) TDA apportionments are based on the formulas in the RTC's Rules and Regulations. Balance not used for Planning and Administration is allocated to other TDA claimants as follows:
85.5% is appropriated to SCMTD, 8.4% to Community Bridges and 1% to the Volunteer Center; the remaining funds are proportionally allocated to cities and the County according to population.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET SUMMARY
FY 2011-2012 BUDGET

1

2 **OPERATING BUDGET SUMMARY**

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PROGRAM	FY10-11 ADOPTED DETAIL			FY11-12 ADOPTED DETAIL			FY11-12 PROPOSED DETAIL		
	TOTAL FY 10-11 ADOPTED 06/11	SALARIES & BENEFITS	SERVICES & SUPPLIES	TOTAL FY11-12 ADOPTED 03/01/12	SALARIES & BENEFITS	SERVICES & SUPPLIES	TOTAL FY11-12 PROPOSED 05/17/12	SALARIES & BENEFITS (1)	SERVICES & SUPPLIES
10 SCCRTC - Administration	616,956	201,000	415,956	648,350	201,000	447,350	648,350	201,000	447,350
11 Rideshare	337,100	180,000	157,100	416,991	180,000	236,991	416,991	180,000	236,991
12 SAFE	609,800	150,000	459,800	593,633	140,000	453,633	598,633	140,000	458,633
13 Freeway Service Patrol	342,000	55,000	287,000	362,000	45,000	317,000	362,000	45,000	317,000
14 Rail/Trail Authority	20,703,724	110,000	20,593,724	21,007,359	110,000	20,897,359	21,007,359	100,000	20,907,359
15 Highway 1	3,968,987	225,000	3,743,987	18,649,029	320,832	18,328,197	18,649,029	320,832	18,328,197
16 SCCRTC Planning	2,389,478	981,807	1,407,671	2,532,094	993,719	1,538,375	2,578,094	1,003,719	1,574,375
17									
18 Total Operating Budget	28,968,045	1,902,807	27,065,238	44,209,456	1,990,551	42,218,905	44,260,456	1,990,551	42,269,905

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OPERATING BUDGET COMPARISON
PRIOR YEAR AND BUDGET YEAR

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PROGRAM	FY 10-11 ADOPTED 06/11	FY 10-11 ACTUAL 6/30/11	FY 10-11 ACTUAL LESS ADOPTED 06/11	FY11-12 ADOPTED 03/01/12	FY 10-11 ADOPTED 06/11	FY11-12 ADOPTED VS FY 10-11 ADOPTED	FY11-12 PROPOSED 05/17/12	FY11-12 ADOPTED 03/01/12	FY11-12 PROPOSED VS FY11-12 ADOPTED
29 SCCRTC - Administration	616,956	514,462	(102,494)	648,350	616,956	31,394	648,350	648,350	-
30 Rideshare	337,100	185,434	(151,666)	416,991	337,100	79,891	416,991	416,991	-
31 SAFE	609,800	344,994	(264,806)	593,633	609,800	(16,167)	598,633	593,633	5,000
32 Freeway Service Patrol	342,000	323,466	(18,534)	362,000	342,000	20,000	362,000	362,000	-
33 Rail/Trail Authority	20,703,724	258,084	(20,445,640)	21,007,359	20,703,724	303,635	21,007,359	21,007,359	-
34 Highway 1	3,968,987	1,358,232	(2,610,755)	18,649,029	3,968,987	14,680,042	18,649,029	18,649,029	-
35 SCCRTC Planning	2,389,478	1,314,586	(1,074,892)	2,532,094	2,389,478	142,616	2,578,094	2,532,094	46,000
36									
37 Total Operating Budget	28,968,045	4,299,258	(24,668,787)	44,209,456	28,968,045	15,241,411	44,260,456	44,209,456	51,000

Notes: (1) Includes staffing shown on page 16

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET BY PROGRAM - SAFE
FY 2011-2012 BUDGET**

1 **SAFE:** 721825

2 3 4 5 WORK ELEMENT #178 and #175	6 7 8 9 FY11-12 APPROVED 03/01/12	10 11 12 13 FY11-12 PROPOSED 05/17/12	14 15 16 17 DIFFERENCE	18 19 20 21 NOTE
6 REVENUES:				
7 DMV Fees	230,000	230,000	0	
8 Interest	5,000	5,000	0	
9 Caltrans Partnership Planning Grant for 511 System	163,591	163,591	0	
10 Local Financial Assistance (MTC SAFE)	50,000	50,000	0	
11 SAFE Funds Budgeted	145,042	150,042	5,000	- For outside legal counsel
12 TOTAL REVENUES	593,633	598,633	5,000	
13 EXPENDITURES:				
14 Salaries & Benefits	140,000	140,000	0	
15 Services and Supplies:				
16 Office Expense	2,000	2,000	0	
17 Transportation/Travel/Education	1,500	1,500	0	
18 HWY 17 Utility Charges (Electricity)	1,200	1,200	0	
19 Liability Insurance	4,000	4,000	0	
20 Legal Counsel	10,000	15,000	5,000	- Outside legal counsel assisting with contracting requirements
21 Contingency/Special Expense	2,500	2,500	0	
22 Network Access	11,000	11,000	0	
23 System Maintenance	62,000	62,000	0	
24 CHP Operations	600	600	0	
25 Safe on 17	140,235	140,235	0	
26 Freeway Service Patrol	0	0	0	
27 Call Answering	4,500	4,500	0	
28 Callbox Upgrade	50,500	50,500	0	
29 511 System Plan - Consultant Services	152,898	152,898	0	
30 TAMC for 511 System Planning	10,700	10,700	0	
31 <i>Subtotal Services & Supplies</i>	453,633	458,633	5,000	
32 Unappropriated Revenues	0	0	0	
33 TOTAL EXPENDITURES	593,633	598,633	5,000	

Note:

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET BY PROGRAM - RAIL/TRAIL AUTHORITY
FY 2011-2012 BUDGET**

1 **RAIL/TRAIL AUTHORITY:** 722100

2	3	4	5	6	7
	WORK ELEMENT #682	FY11-12 APPROVED 03/01/12	FY11-12 PROPOSED 05/17/12	DIFFERENCE	NOTE
5	REVENUES:				
6	STIP	9,350,000	9,350,000	0	
7	Proposition 116	10,200,000	10,200,000	0	
8	Leases	45,000	45,000	0	
9	Federal Earmark	29,805	29,805	0	
10	Transfer from TC Funds	110,000	110,000	0	
11	RSTP/RSTP Exchange	700,000	700,000	0	
12	Union Pacific	400,000	400,000	0	
13	Rail/Trail Authority Reserve Funds Budgeted	172,554	172,554	0	
14	TOTAL REVENUES	21,007,359	21,007,359	0	
15	EXPENDITURES:				
16	Salaries & Benefits	110,000	100,000	-10,000	- Less staff work required than estimated at beginning of year
17					
18	Services and Supplies:				
19	Liability Insurance	25,000	25,000	0	
20	Consulting Services:				
21	Negotiation Attorney	95,996	95,996	0	
	Freight service consultant	20,000	20,000	0	
22	STB Filing and Legal Counsel	45,000	45,000	0	
23	Closing Costs	15,000	15,000	0	
24	On Call Consultants for Rail Operations Management	28,000	28,000	0	
25	Haz Mat Investigation and Related Costs	25,000	25,000	0	
26	Title Insurance	15,000	15,000	0	
27	Hazardous Materials and Pollution Insurance	250,000	250,000	0	
28	Site Management Plan	120,000	120,000	0	
29	General Contingency	8,363	18,363	10,000	- From salaries and benefits line
30	Engineering for improvements	700,000	700,000	0	
31	Various Rail Line Improvements	5,350,000	5,350,000	0	
32	Right of Way Acquisition	14,200,000	14,200,000	0	
33	<i>Subtotal Services & Supplies</i>	20,897,359	20,907,359	10,000	
34					
35	TOTAL EXPENDITURES	21,007,359	21,007,359	0	

Note:

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET BY WORK PROGRAM - PLANNING REVENUES BY SOURCES
FY 2011-2012 BUDGET

1 **PLANNING REVENUES:** 721600/721700/721750

2	3	4	5	6	7
	SOURCES	FY11-12 APPROVED 03/01/12	FY11-12 PROPOSED 05/17/12	DIFFERENCE	NOTE
5	REVENUES:				
6					
7	TDA Planning	416,840	416,840	0	
8	Rural Planning Assistance (RPA)	315,000	307,500	-7,500	- Work trend adjustment; funds to be carried over into next fiscal year
9	STIP for Planning (PPM)	280,000	280,000	0	
10		0	0	0	
11	RSTP Exchange - Eco Act, CTSC, Bike Signage & STARS	181,114	181,114	0	
12	FHWA - Earmark	460,000	526,000	66,000	- More work than previously estimated for public outreach and stakeholder participation
13	FHWA - Planning (PL) - from AMBAG	233,351	233,351	0	
14	Env. Justice Context-Sensitive Planning Grant	39,500	39,500	0	
15	New Freedom Grant	165,000	160,000	-5,000	- To be carried over into next fiscal year
16	Transit Professional Development Grant	13,413	6,413	-7,000	- Work trend adjustment; funds to be carried over into next fiscal year
17	Federal transit planning grant	41,405	41,405	0	
17	Coastal Conservancy	250,000	250,000	0	
18	SGC Grants (AMBAG & SC County)	20,000	20,000	0	
19	Santa Cruz METRO	4,136	4,136	0	
20	AB2766/Air District Funds:				
21	Bike Secure - RTC	16,146	16,146	0	
22	Emergency Ride Home - Ecology Action	0	0	0	
23	RTC Funds Budgeted	96,189	95,689	-500	- To accommodate work trend adjustments
24					
25	TOTAL REVENUES	2,532,094	2,578,094	46,000	

Note:

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET BY PROGRAM - PLANNING EXPENDITURES
FY 2011-2012 BUDGET**

1 **PLANNING EXPENDITURES:** 721600/721700/721750

2		FY11-12	FY11-12		
3	EXPENDITURES	APPROVED	PROPOSED	DIFFERENCE	NOTE
4		03/01/12	05/17/12		
5					
6	Staff & Overhead by Program				
7	Plan Coordination	97,244	97,244	0	
8	Land Use/Transportation Coordination	35,020	35,020	0	
9	Complete streets for Sustainable Community Strategy	20,000	20,000	0	
10	SC County sustainable comm and transit corridor plan	10,000	10,000	0	
11	Work Program	46,000	46,000	0	
12	Public Information	120,000	90,000	-30,000	- Public information for regional planning moved to corresponding budget line
13	Bicycle/Pedestrian Planning	40,000	40,000	0	
14	Bike Secure	6,500	6,500	0	
15	Bike Signage Plan	10,000	10,000	0	
16	Monterey Bay Sanctuary Scenic Trail (MBSST) Network	90,000	120,000	30,000	- More work than previously estimated for public outreach and stakeholder participation
17	Specialized Transportation	39,222	39,222	0	
18	Pedestrian Improvement to Transit Plan	45,000	45,000	0	
19	Safe Paths to Transit	6,500	-	-6,500	- To be carried over into next fiscal year
20	Regional Transportation Plan	99,884	135,083	35,199	- Work trend adjustment and from public information budget line
21	Traffic Monitoring	11,000	11,000	0	
22	On-board transit survey	14,801	14,801	0	
23	Transit Planning Intern grant	15,151	7,651	-7,500	- Work trend adjustment; funds to be carried over into next fiscal year
24	Transportation Improvement Program (TIP)	199,500	195,801	-3,699	- Work trend adjustment
25	Highway & Roadway Planning	87,897	80,397	-7,500	- Work trend adjustment; funds to be carried over into next fiscal year
26	<i>Subtotal Staff and Overhead</i>	993,719	1,003,719	10,000	
27	Services & Supplies				
28	<u>Passthrough Programs</u>				
29	Bike To Work Program (Ecology Action)	50,000	50,000	0	
30	Bike & Ped Safety (Community Traffic Safety Coalition)	100,000	100,000	0	
31	South County Bike/Ped Safety (Comm Traffic Safety Coal)	53,861	53,861	0	
32	Go Green Campaign (Ecology Action)	10,869	10,869	0	
33	Safe Paths to Transit	160,000	160,000	0	
34	Bike Signage Program	36,084	36,084	0	
35					
36	<u>Professional Services (contracts)</u>				
37	Sacramento Assistant	36,000	36,000	0	
38	Washington Assistant	44,600	44,600	0	
39	Engineering and Other Technical Consultants	70,864	70,864	0	
40	STARS for Regional Transportation Plan	95,300	95,300	0	
41	On-board transit survey	29,852	29,852	0	
42	SC Metro for on-board transit survey	7,799	7,799	0	
43	Emergency Ride Home	-	-	0	
44	MBSST Network Master Plan Consultant	590,000	626,000	36,000	- More work than previously estimated for public outreach and stakeholder participation
45					
46	<u>RTC Work Element Related Items</u>				
47	Bike Secure Program	16,146	16,146	0	
48	Traffic Monitoring services	72,000	72,000	0	
49	Printing RTP, RTIP, other Documents and Pub Info Materials	25,000	25,000	0	
50	MBSST Network Plan Outreach	30,000	30,000	0	
51	Transfer to Rail/Trail Authority	110,000	110,000	0	
52	<i>Subtotal Services & Supplies</i>	1,538,375	1,574,375	36,000	
53					
54	TOTAL EXPENDITURES	2,532,094	2,578,094	46,000	

Note:

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
OPERATING BUDGET BY PROGRAM - PLANNING FUND SOURCE DETAIL
FY 2011-2012 BUDGET**

PLANNING DETAIL: 721600/721700/721750

	FY11-12 PROPOSED 05/17/12	TDA	RTC FUND	RPA	FHWA PL - AMBAG	SGC Grant AMBAG	SGC Grant County	AB2766	STIP	FHWA Earmark	Santa Cruz METRO	Env Just Plng Grant	Fed 5304 Intern Grant	Fed 5304 Transit Grant	New Freedom Grant	Coastal Conserv	RSTPX
EXPENDITURES																	
SALARIES, Benefits & Overhead																	
Plan Coordination	97,244	2,047	-	95,197													
Land Use/Transportation Coordination	35,020	-	-	7,004	28,016												
Complete streets for Sustainable Community Strategy	20,000	10,000	-			10,000											
SC County sustainable comm and transit corridor plan	10,000	-	-				10,000										
Work Program	46,000	-	-	9,200	36,800												
Public Information	90,000	-	-	28,000	62,000												
Bicycle/Pedestrian Planning	40,000	2,375	-	37,625													
Bike Secure	6,500	6,500	-														
Bike Signage Plan	10,000	-	-														10,000
Monterey Bay Sanctuary Scenic Trail (MBSST) Network	120,000	-	-							120,000							
Specialized Transportation	39,222	-	-	36,724	2,498												
Pedestrian Improvement to Transit Plan	45,000	-	-	5,500								39,500					
Safe Paths to Transit	-	-	-												-		
Regional Transportation Plan	135,083	5,181	15,000		104,037			-	10,865								
Traffic Monitoring	11,000	-	-	11,000													
On-board transit survey	14,801	-	2,775											12,026			
Transit Planning Intern grant	7,651	-	1,238										6,413				
Transportation Improvement Program (TIP)	195,801	-	-						195,801								
Highway & Roadway Planning	80,397	3,147	-	77,250													
<i>Salaries, Benefits & Overhead Subtotal</i>	1,003,719	29,250	19,013	307,500	233,351	10,000	10,000	-	206,666	120,000	-	39,500	6,413	12,026	-	-	10,000
Services & Supplies																	
<u>Passthrough Programs</u>																	
Bike To Work Program (Ecology Action)	50,000	50,000	-														
Bike & Ped Safety (Community Traffic Safety Coalition)	100,000	100,000	-														
South County Bike/Ped Safety (Comm Traffic Safety Coal)	53,861		-														53,861
Go Green Campaign (Ecology Action)	10,869		-														10,869
Safe Paths to Transit	160,000		-												160,000		
Bike Signage Program	36,084		-														36,084
<u>Professional Services</u>																	
Sacramento Assistant	36,000	36,000	-														
Washington Assistant	44,600	44,600	-														
Engineering and Other Technical Consultants	70,864	35,758	35,106														
STARS for Regional Transportation Plan	95,300		15,000						10,000								70,300
On-board transit survey	29,852	4,136	-								4,136			21,580			
SC Metro for on-board transit survey	7,799		-										7,799				
Emergency Ride Home	-		-						-								
MBSST Network Master Plan Consultant	626,000		-							376,000						250,000	
<u>RTC Work Element Related Items</u>																	
Bike Secure Program	16,146	-	-					16,146									
Traffic Monitoring services	72,000	3,467	15,199						53,334								
Printing RTP, RTIP, other Documents and Pub Info Materials	25,000	15,000	-						10,000								
MBSST Network Plan Outreach	30,000	-	-							30,000							
Transfer to Rail/Trail Authority	110,000	98,629	11,371														
<i>Subtotal Services & Supplies</i>	1,574,375	387,590	76,676	-	-	-	-	16,146	73,334	406,000	4,136	-	-	29,379	160,000	250,000	171,114
TOTAL EXPENDITURES	2,578,094	416,840	95,689	307,500	233,351	10,000	10,000	16,146	280,000	526,000	4,136	39,500	6,413	41,405	160,000	250,000	181,114

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
FUND BALANCES AND RESERVES
FY 2011-2012 BUDGET**

1

2 **FUND BALANCES & RESERVES: 05/17/12**

3

4 **DESCRIPTION**

5

6

7 **Fund Balance 7-01-11**

8 Reserves budgeted

9 Budgeted Carryover 10/11 (4)

10 Estimated surplus

11 Adjustment

12

13

14 **Available Reserve Fund Balance**

15 Target for Reserves - 8%

16

17 **Surplus <Deficit> from Target**

18

19 Unappropriated Revenues

20

21 **Total Fund Balance**

22

23

24 **Notes:**

25 - Numbers in parentheses are negative numbers. All other numbers are positive numbers.

26 - Funds within each category (column) are restricted for use on projects/programs within that category.

27 - **Fund Balance (7-01-11)** = Balances of funds not used at the end of prior fiscal year.

28 - **Budgeted Carryover/New** = Portion of Fund Balance used in current fiscal year budget.

29 - Target for Reserves = Minimum Fund Balance recommended to cover potential revenue shortfalls. For TDA and RTC Funds see notes 1 & 2 below

30 - **Unappropriated Revenues** = Amount of revenues designated for specific projects/programs that likely will not be expended in FY11/12, but will be needed in future years.

31

32

33 (1) 8% reserve established in RTC Rules and Regulations; 8.33% included in this budget

34 (2) 8% reserve target consistent with TDA reserve fund; 8.17% available in this budget

35 (3) This is a pass-through fund, all receipts are paid to Santa Cruz Metro.

36 (4) Includes combination of budgeted carryover and budgeted new for RTC Fund

37

DESCRIPTION	TDA FUND (1)	RTC FUND (2)	RIDESHARE	RAIL/TRAIL AUTHORITY FUND	HWY 1 PA/ED & ENG FUND	HWY 1 CONSTR FUND	SAFE OPERATING FUND	FSP FUND	RSTP EXCHANGE FUND	STA (3) FUND	TOTAL ALL FUNDS
Fund Balance 7-01-11	2,411,371	549,715		172,554	2,227,500	-	568,849	221,035	6,218,250	4,099	12,373,373
Reserves budgeted	-	(289,689)									(289,689)
Budgeted Carryover 10/11 (4)	(1,846,526)			(172,554)	(2,227,500)	-	(150,042)	(127,000)	(5,734,690)	-	(10,258,312)
Estimated surplus	20,650										20,650
Adjustment											-
Available Reserve Fund Balance	585,495	260,026									1,846,022
Target for Reserves - 8%	(561,996)	(258,116)									(820,112)
Surplus <Deficit> from Target	23,499	1,910	-	-	-	-	418,807	94,035	483,560	4,099	1,025,910
Unappropriated Revenues			15,000	-	34,168	2,463,825	-	-	612,787		3,125,780
Total Fund Balance	23,499	1,910	15,000	0	34,168	2,463,825	418,807	94,035	1,096,347	4,099	4,151,690

AGENDA: May 17, 2012

TO: Regional Transportation Commission (RTC) Transportation Policy Workshop (TPW)

FROM: Luis Pavel Mendez, Deputy Director

RE: Santa Cruz Branch Rail Line Acquisition Project - Operator

RECOMMENDATIONS

The Rail Acquisition Ad-Hoc Committee and staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) select Iowa Pacific Holdings to operate on the Santa Cruz Branch Rail Line (Branch Line) and authorize the Executive Director to:

1. Enter into an administration, coordination and license agreement with Iowa Pacific Holdings similar to that entered into with Sierra Northern Railway to operate freight and passenger rail service on the Branch Line;
 2. Submit the required filings with the Surface Transportation Board (STB) to obtain approval of the Branch Line purchase with the new operator; and
 3. Complete the purchase of the Santa Cruz Branch Rail Line as previously approved by the RTC on October 14, 2010 by Resolution No. 11-11.
-

BACKGROUND

After ten years of negotiations with Union Pacific (UP) and completing due diligence work and after securing an administration, coordination and license agreement with Sierra Northern Railway, on January 19, 2011, the Regional Transportation Commission (RTC) secured funding approval from the California Transportation Commission (CTC) to purchase the Santa Cruz Branch Rail Line (Branch Line). In December 2011, the RTC received approval from the Surface Transportation Board (STB) for acquisition of the Branch Line and on the same day the RTC was notified that Sierra Northern Railway was revoking its operating agreement for the Branch Line.

In February 2011, the RTC released a request for proposals, to solicit new operators for the Branch Line. Proposals were due on April 6, 2011 and five firms who submitted proposals were interviewed on April 26th and 27th.

DISCUSSION

The RTC's rail service operator proposal review and interview team consisted of RTC Executive Director George Dondero, RTC Deputy Director Luis Mendez, RTC rail negotiations consultant Paul Chrisman and RTC rail operations technical consultant Tom Egan. Prior to interviewing proposers the interview team reviewed the proposals with the Rail Acquisition Ad-Hoc Committee consisting of five commissioners. The following firms were invited for interviews:

- Iowa Pacific Holdings,
- Patriot Rail Corporation,
- Santa Cruz Big Trees and Pacific Railway,
- Golden Gate Railroad Museum, and
- Railmark Holdings.

After the interviews the Rail Acquisition Ad-Hoc Committee met to consider a recommendation to the RTC. Attachment 1 is a matrix summarizing each of the firms and their proposals. The criteria used to evaluate proposals are included in Attachment 2. Interviews were 90 to 110 minutes in duration and the proposing firms were asked a list of 25 questions. The interview questions focused on the proposed operations, the firm's finances, proposed maintenance of the Santa Cruz Branch Rail Line, passenger business development, freight business development and administration.

The various proposals offer various levels of strengths, experience and operations. Patriot Rail has very strong freight rail service credentials and operations. Railmark has good tourist rail service experience. Santa Cruz Big Trees is a successful local business with strong local expertise. Golden Gate Railroad Museum has a variety of equipment and a dedicated passionate team. Iowa Pacific offers the most balanced proposal (Attachment 3) with experience and expertise in both freight and passenger operations in various parts of the United States, Great Britain and Peru. This includes tourist and regular passenger operations on a 57-mile rail line in New York State that is publicly owned and connects with Amtrak. References for Iowa Pacific were excellent with public officials stating that Iowa Pacific delivers on commitments; works well with public agencies, local businesses and the community; and has the expertise to improve existing assets and operations to make them viable and profitable.

Based on the various proposals, interviews and references, the RTC's Rail Acquisition Ad-Hoc Committee and staff recommend that the RTC **select Iowa Pacific Holdings to operate on the Branch Line and authorize the Executive Director to enter into an administration, coordination and license agreement with Iowa Pacific Holdings; submit the required filings with the STB; and complete the purchase of the Branch Line as approved by the RTC in October of 2010.**

Once the RTC approves an operator, the activities listed below will follow:

- Modify the administration, coordination and license agreement as necessary to incorporate the new operator and remove Sierra Northern Railway;
- Execute the modified administration, coordination and license agreement;
- Submit required filing to the STB with new operator and modified administration, coordination and license agreement;
- Submit revised documents to escrow company;
- Obtain required insurance policies;
- Close escrow and take ownership Branch Line; and
- Begin operations on Branch Line under new operator.

SUMMARY

Sierra Northern Railway revoked its agreement to operate on the Santa Cruz Branch Rail Line. The RTC released a request for proposals to secure a new operator for the Branch Line. After reviewing proposals and holding five interviews, the Rail Acquisition Ad-Hoc Committee and staff recommend that the RTC select Iowa Pacific to operate on the Branch Line and authorize the Executive Director to enter into an agreement with Iowa Pacific Holdings, file with the STB, and complete purchase of the Branch Line.

Attachments:

1. Criteria for Selection of Rail Service Operator
2. Rail Service Operators Summary Matrix
3. Proposal of Iowa Pacific Holdings

Attachment 1

Criteria for Selection of Operator of Rail Service Santa Cruz Subdivision

1. Ability to operate rail service as evidenced by experience in providing similar service.
2. Experience and competence of key personnel.
3. Comprehensiveness and validity of the proposed Service Plan
4. Comprehensiveness and validity of the proposed Maintenance Plans.
5. Viability of proposer's Financial Plan and evidence of financial capability to provide the services proposed.
6. Ability and willingness to respond to SCCRTC requirements and accessibility to SCCRTC Staff and Board.
7. Experience in working with FRA, CPUC, and other regulatory agencies.

Rail Service Operators Matrix Summary

ATTACHMENT 2

	Iowa Pacific Holdings	Patriot Rail	Santa Cruz Big Trees	Golden Gate Railroad Museum	Railmark Holdings
Brief Description	Formed in 2001; six short line railroads in the United States and 3 in Great Britain; combination of freight and passenger services throughout; management experienced with Class I railroads, AMTRAK and short line railroads	Started in 2006 by the people who built and sold RailAmerica, largest short line RR company in the US. Freight service on 12 short line railroads throughout the United States	Operating from Felton to Santa Cruz since 1985 providing mainly tourist passenger service and some freight service.	Non profit with well experienced volunteers; will form a for-profit corporation to operate on the Santa Cruz rail line; runs special event tourist trains but has provided some freight service in the past.	Operated successful tourist service in Michigan; sold the rail line and now looking for a new home for the equipment; some freight experience, primarily switching.
Proposed freight service	Two locomotives to serve existing customers in Watsonville and will accommodate new customers; freight service estimated to double	May bring three new customers to Santa Cruz County, Watsonville and Santa Cruz to grow freight service to more than 3,000 cars/ year from the current 300 cars	Serve Watsonville area with locomotive stationed there; rail line from Watsonville to Santa Cruz would be out of service	Will form for-profit entity (Santa Cruz Coast Railway) to provide freight service in Watsonville; estimate some modest growth in the freight service in Watsonville	Two locomotives to provide freight service to serve Watsonville area shippers
Proposed passenger service	Tourist service from Santa Cruz to Davenport, Polar Express train, other special services in conjunction with local special events, tourist and regular passenger service to San Jose and San Francisco	Would develop arrangement with Big Trees to run tourist train service	Add tourist service run from Santa Cruz to Davenport to its existing service	Tourist service to Davenport and special event train; will work to bring Sun Tan Special trains from San Jose to Santa Cruz; work to rebuild the Santa Cruz Depot building for displays, etc.	Will bring equipment used in the Michigan tourist service to provide tourist, dinner train and bed & breakfast service from Santa Cruz to Davenport; also provide special event trains
Maintenance	Bring entire rail line up to Class 1 and maintain it at that level; cooperate with RTC partnership to improve the track to Class 2 for improved passenger and freight operations; once at Class 2 will maintain it at that level.	Will bring the entire rail line up to Class 1 and maintain it at that level; if RTC improves it to Class 2, it will be maintained at Class 2.	Will ensure that the rail line from Santa Cruz to Davenport is at Class 1 and maintain it at that level; will maintain the rest of the line at the current level.	Will make sure the entire rail line is at Class 1 and will maintain it at that level.	Will ensure that the entire rail line is at Class 1 or better and maintain it at that level.
Strengths of proposal	Balanced experience and success on both passenger and freight operations; realistic and perhaps conservative approach to freight service; ability to implement and expand successful passenger operations; experience with UP and AMTRAK can be leveraged for passenger operation to San Jose and San Francisco; business plan does not depend on increased freight service, or on passenger operation to SJ and SF; offers first class passenger operations, which are different from the Big Trees' heritage tourist service; potential to expand tourist market.	Successful track record with freight operations; proposes to grow freight service 10-fold and bring jobs to community; Indicates that several potential customers desire to locate in Santa Cruz for access to Rt 17; will use Big Trees for passenger operation	Local business with successful tourist operation for decades; knows the local community and market and has worked well and successfully with them	Good research into potential operations; various types of equipment that can be used for tourist operation; would develop a more complete tourist rail experience by rebuilding Santa Cruz Depot and offer exhibits and attractions	Successful and varied tourist operations; variety of special events
Weaknesses	Challenge to secure passenger operation to San Jose and San Francisco; tourist market to support 2 tourist rail operations	Freight growth relies on existing customers re-locating to Santa Cruz County; much bigger and more aggressive company than Big Trees so partnership may be unbalanced; proposal depends on whether Patriot can reach agreement with Big Trees for passenger service	Freight experience is not very strong; will only operate minimum service; will leave a portion of the line out of service and cannot ensure maintenance at Class 1.	No freight experience as a common carrier under STB jurisdiction; needs to establish for-profit corporation; tourist market to support 2 tourist rail operations	Limited freight experience; the team for the Santa Cruz operation is incomplete and seemed weak compared to other proposers; did not demonstrate significant knowledge of the status of the rail line; market to support 2 tourist rail operations.
Administration and Coordination Agreement	Okay as is to begin but would like to modify some things for future	Expressed significant concerns, but stated agreement is okay as is to begin; would like to modify for the future	Fundamentally okay but want to clean up some language	Okay as is	Okay as is

ATTACHMENT 3

**Proposal for Operator of Rail Service
Santa Cruz Line**

Iowa Pacific Holdings LLC

**Transmittal Letter
Organization Chart
Safety and Regulatory Requirements
Mobilization Plan
Service Plan
Maintenance Plan
Financial Plan
Insurance Programs
2010 Audited Results
2011 Unaudited Results
Revenue Sharing Proposal
References**

April 5, 2012



IOWA PACIFIC HOLDINGS, LLC
115 SOUTH CLINTON STREET
SUITE 400
CHICAGO, IL 60661

April 5, 2012

Mr. Luis Pavel Mendez
Deputy Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, California 95060

via Federal Express

Subject: Proposal for Operator of Rail Service

Dear Luis:

This is the transmittal letter specified in SCCRTC's request for proposals for operation of the Santa Cruz rail line.

I think SCCRTC will find that Iowa Pacific's proposal offers multiple benefits to the communities along the Santa Cruz line, and you will see that Iowa Pacific (IP) has substantial experience in freight operations, passenger operations, special events, and public/private partnerships, such as SCCRTC is proposing.

Indeed, very few companies have the qualifications or experience of Iowa Pacific in this type of operation. The company currently has six railroads in the U.S., three of which offer scheduled passenger service, as well as freight and passenger operations in the United Kingdom through British American Railway Services, an affiliated company. Iowa Pacific is also a partner in Andean Rail Corporation, which provides scheduled passenger service to Machu Picchu in Peru.

Aside from scheduled passenger service, Iowa Pacific has developed considerable expertise in operating special events, particularly "Polar Express" Christmas season events. IP currently has Polar Express events at three of its U.S. railroads, and has approached Warner Bros. regarding a license to operate a Santa Cruz event. IP conservatively estimates that this would draw 21,000 passengers to the boardwalk area in November/December.

One of Iowa Pacific's U.S. operations, the Saratoga & North Creek Railway (S&NC) in New York State, has significant parallels with Santa Cruz.

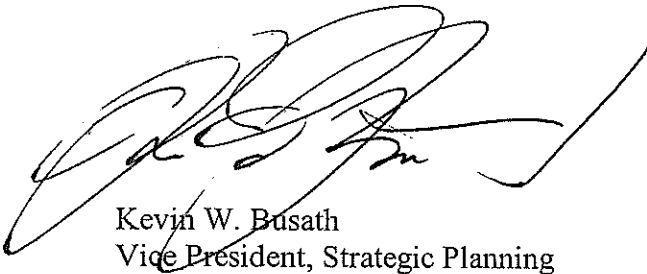
- S&NC operates on publically owned track which was leased by Iowa Pacific last year.
- The previous operator offered limited service over a small portion of the line.
- S&NC began operations in July, 2011, over the entire line.
- In six months of operations, S&NC carried 29,000 passengers.

We anticipate a similar experience in Santa Cruz.

I would also like to point out that IP has had considerable success developing freight service. As an example, when Iowa Pacific acquired the Mt. Hood Railroad in Oregon, the railroad did not provide *any* freight service. In the month just ended, Mt. Hood handled 61 carloads of freight.

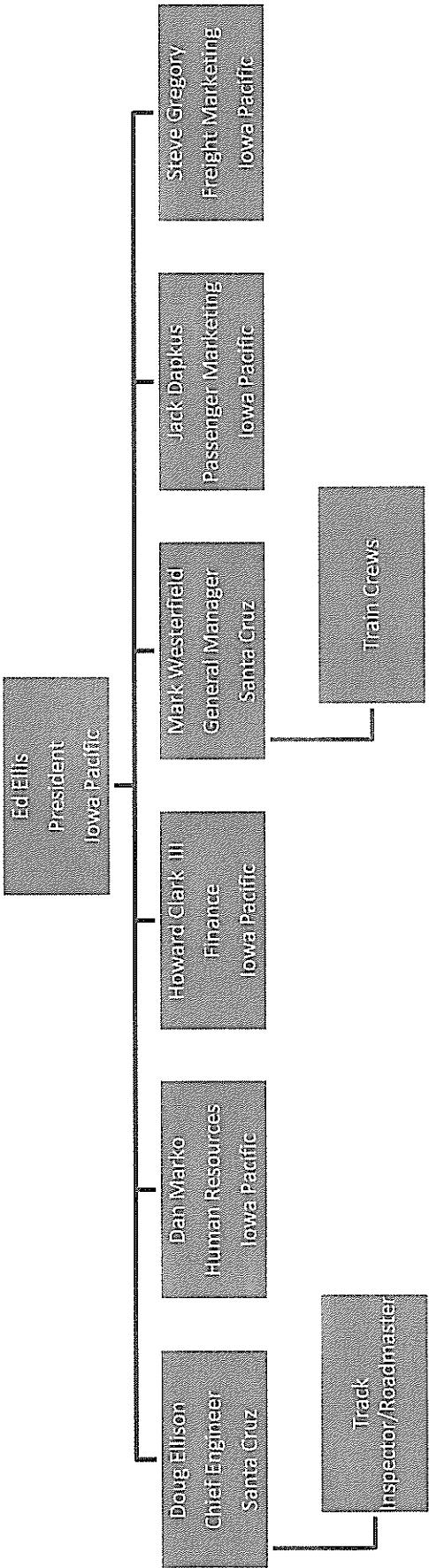
To address the specific information requested:

- I am authorized to sign for Iowa Pacific in this matter. Iowa Pacific's principal office is at 118 South Clinton Street, Suite 400, Chicago, Illinois 60661.
- Iowa Pacific anticipates limited use of subcontractors. Examples of subcontractors' roles include:
 - Grade crossing signal maintenance and repairs.
 - Major track projects and service recovery (e.g., derailments).
 - 92 day locomotive inspections.
- My e-mail address is: [REDACTED]



Kevin W. Busath
Vice President, Strategic Planning

**Proposal for Operator of Rail Service
Santa Cruz Line
Organization Chart**



Proposal for Operator of Rail Service Santa Cruz Line Safety and Regulatory Requirements

1. Iowa Pacific's Safety, Training and Regulatory Compliance Program

The importance of safe rail operations and compliance with the myriad of federal and state rail regulations cannot be overstated. Iowa Pacific (IP) and its Permian Basin Railways (PBR) operating subsidiary have developed a standardized approach to rail safety, training, qualification, and compliance programs.

Permian Basin Railways maintains a Safety, Training and Regulatory Compliance (STC) staff of three full-time employees based at the Network Operations Center (NOC) in Janesville, Wisconsin. The group's goals are very straightforward -- Zero Accidents. Zero Injuries. Zero Defects and Violations.

The mission statement is equally straightforward -- Install a "Culture of Safety" on all PBR railroads. To attain this, four objectives are pursued vigorously:

1. Work one-on-one with employees in the field to improve safety.
2. Improve training, testing and qualification programs.
3. Provide local railroad managers with expert technical assistance, education, and coaching.
4. Anticipate upcoming regulation requirements and seek advance compliance.

Led by the Manager - Safety and Regulatory Compliance, the STC staff:

1. Manages an active safety promotion program;
2. Creates and delivers academically-sound training programs to all six PBR railroads covering subjects ranging from Roadway Worker Protection and Part 228 Hours of Service to Part 240.229 Joint Operations qualification;
3. Supervises the operating crew training and certification programs; and
4. Manages more than 30 federal and state compliance programs.

STC personnel collectively spent more than 350 days in travel in 2011, providing on-site assistance to local railroad managers, managing safety programs, and delivering PBR's industry-leading annual recurrent training programs. In many instances, PBR training programs and qualification standards exceed federal requirements.¹ The STC staff also conducts internal audits and assists FRA and state agency personnel with inspections at individual railroads.²

¹ Copies of selected safety programs and training and qualification instructional packages are available for review.

² Audits recently focused on Part 217.9 Efficiency Test Programs and §217.9(e) written analyses' contributions to program modifications; Part 228 Hours of Service Law; and Part 240 Engineer certification.

2. FRA and State Regulatory Agency Safety Record

For the five IP freight railroads (Saratoga & North Creek does not currently operate freight service), defects and violation assessments decreased between 2011 and 2010. Defects and violations were reduced by vigorous internal audits that preemptively identified and corrected regulatory deficiencies.

Due to the 2011 Arizona Eastern Railroad sale and the Saratoga & North Creek Railway start-up, also in 2011, a precise 2010-to-2011 safety record comparison is difficult. However, two railroads reached new records for consecutive injury-free man-days and total injury-free man-hours. And human factor events, a key industry safety indicator, show that PBR has historically enjoyed an unusually low human factor score.

Finally, total FRA and state “inspector days-on-property” dropped dramatically. This unofficial measurement reflects the apparent recognition by regulatory agencies that an effective internal control and management program is in place.

3. Prior Passenger Railroad Regulatory Compliance Experience

PBR’s most recent passenger railroad experience involved the successful resurrection of a dormant 65-mile line segment in New York State’s upper Hudson River valley. On, or ahead of, regulatory deadlines, the Saratoga & North Creek Railway (S&NC) completed and/or complied with more than 70 FRA and state agency regulations and programs.

All of SNC’s 49 CFR Part 238 programs were filed on time and accepted. These included the §238.111 Pre-revenue Acceptance Tests; §239.109 personnel training and qualification programs; and the expansive Emergency Preparedness Plan.

And wherever possible, S&NC programs met expected regulations arising from the Rail Safety Improvement Act of 2008. This included compliance with 49 CFR Part 243 requirements covering §217.9(b)(1) Efficiency Test Program testing officer qualifications; §240.105 DSLE certification; and what is now §242.107(b)(1) Passenger Conductor certification.³

³ The entire PBR System is successfully following an internal plan that will lead to compliance with Part 242 Conductor Certification, and Part 243 Training, Qualification and Oversight for Safety-related Railroad Employees, within days of these regulations’ program submission dates.

Proposal for Operator of Rail Service Santa Cruz Line Mobilization Plan

One month before startup date:

- Ship two GP35 locomotives to Watsonville Junction. These units will be prepared in advance for shipment and held in readiness, to minimize the risk of delay. Progress over connecting carriers Union Pacific will be monitored; if necessary, an escort will be assigned to follow the units.
- Santa Cruz general manager assigned.

Two weeks before startup date:

- Establish an office/crew base.
- Establish connections with local Union Pacific managers.
- Make locomotive fueling arrangements.
- Meet with local officials and community leaders.
- Conduct engineer/conductor interviews.

One week before startup date:

- Track supervisor/roadmaster in place to:
 - Assess condition of the line
 - Arrange for remedial action as needed.
 - Have hi-rail vehicle on site

Two days before startup date:

- Conductor, engineer and a backup tour the railroad with the general manager.
- Iowa Pacific's Director of Rules and Safety will be on hand to insure compliance with all federal regulations, operating rules, safety rules and special instructions.

If there are any delays in hiring a qualified engineer, the Director of Rules and Training will stay on site for as long as necessary to qualify a new hire as an engineer.

Proposal for Operator of Rail Service Santa Cruz Line Service Plan

Iowa Pacific envisions rolling out service in four phases: freight service, tourist passenger service, special events, and service to San Jose.

Freight Service

Freight service will be rolled out first, as there are existing freight customers. Iowa Pacific will have two EMD GP-35 locomotives available for this service. Initial service will duplicate that currently provided by Union Pacific; this will be adjusted as Iowa Pacific finds what is optimal for existing customers, and to accommodate new customers.

Freight cars will be provided by connecting railroads. This is typically the case with short line railroads.

Service consistency will be ensured by the availability of two locomotives; should one develop a fault, a backup locomotive will always be available.

In the event of a service disruption caused by a derailment, washout, or other track damage, outside contractors such as Balfour Beatty, that specialize in railroad work of this nature will be called in. This is Iowa Pacific's practice at its other U.S. railroads. For railroads of smaller size (and increasingly for major railroads), this is more cost efficient than maintaining major track repair capacity in house.

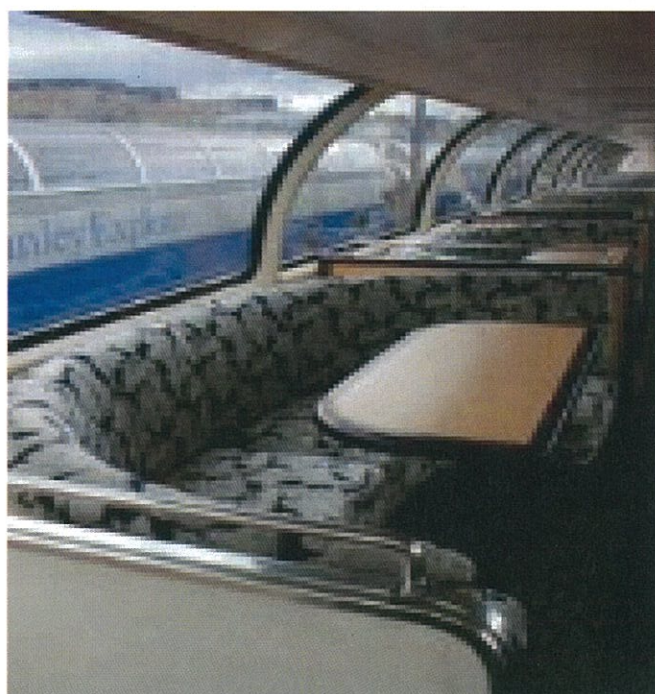
Tourist Passenger Service

As soon as operationally feasible and no more than six months following SCCRTC's approval of the passenger service plan, Iowa Pacific will initiate a tourist passenger service between the Santa Cruz boardwalk and Davenport. This will consist of two roundtrip movements per day operating Saturdays, Sundays, and on certain holidays.

The trains will feature air conditioned coaches and a dome car with raised seating under a glass roof. Food and beverage service will be provided on board. Iowa Pacific may, depending on the outcome of market studies, provide a first class service as well.



*Iowa Pacific
coach interior*



Iowa Pacific dome car interior

Schedules will be coordinated with operations of the Santa Cruz, Big Trees & Pacific Railway (Big Trees), such that neither service delays the other, and the service will be designed to comply with Union Pacific's trackage rights agreement with Big Trees.

Special Events

Iowa Pacific has extensive experience operating special themed events that are a major attraction. The best example of this is the company's "Polar Express" events at several of its U.S. railroads. These Christmas season events, based on the Tom Hanks' movie of the same name, feature a short train ride reminiscent of the movie, with on board entertainment and refreshments designed for children. Iowa Pacific is licensed by Warner Bros. to host these events at the Mt. Hood Railway in Oregon, the Saratoga & North Creek Railway in New York State, and the West Texas & Lubbock Railway in Texas. The company has initiated discussions with Rail Events, which manages Polar Express for Warner Bros., regarding having a Polar Express event in Santa Cruz. The only other Polar Express event in Northern California is in Sacramento.

If the necessary approval is obtained from Warner Bros., Iowa Pacific anticipates that it will operate 60-70 Polar Express trains in the November 15-January 1 period, carrying 21,000 passengers. Trains would operate from the boardwalk to the former Wrigley plant. Given the short nature of the train ride and the anticipated demand, Iowa Pacific will utilize high capacity coaches from its existing fleet.

Potentially, other special services can be operated in conjunction with local events, but these are not built into the company's forecasts.

Service to San Jose/San Francisco

The final step in developing passenger service on the line will be service to San Jose. Iowa Pacific envisions two daily trains in each direction.

The advantages to a Santa Cruz – San Jose service are substantial:

- Trains will connect with Caltrain service to San Francisco and Amtrak's *Capitols*, permitting all-rail journeys from San Francisco, Peninsula stations, Oakland, stations between Oakland and Sacramento, and Sacramento (collectively, San Francisco-Sacramento).

- An all-rail service will encourage San Francisco-Sacramento residents who are not now willing to drive to Santa Cruz to visit, and will reduce auto traffic as some current visitors travel by train instead of driving.
- San Jose – Santa Cruz rail service will give commuters an option to driving Highway 17, with resulting safety, congestion, and environmental benefits.
- A natural extension of this service is to San Francisco, substantially increasing convenience for San Francisco and Peninsula passengers. This will require the consent and cooperation of Caltrain and the Valley Transportation Authority.

There are two prerequisites to a San Jose service:

- An agreement with Union Pacific to operate two trains daily each way over UP's line between Watsonville Jct. and San Jose, a distance of approximately 36 miles. This line has only limited freight and passenger service now.
- Upgrades to the track infrastructure between Watsonville Jct. and Santa Cruz to FRA Class II status.

Both of these will require the cooperation and support of SCCRTC.

Iowa Pacific's Qualifications to Operate Passenger Service

Iowa Pacific is uniquely qualified to provide the passenger services described above. Iowa Pacific currently operates six railroads in the United States and, through an affiliated company, three railroads in the United Kingdom. Of these, three U.S. railroads and two U.K. railroads provide recreational passenger service on a regularly scheduled basis.

- The Mt. Hood Railroad in Oregon provides regularly scheduled tourist services, including dinner and brunch trains. The railroad also operates a "Polar Express" event during the Christmas season. The railroad handled a combined total of 52,305 passengers in 2011.
- The Rio Grande Scenic Railroad in Colorado also operates regularly scheduled tourist services, as well as a "Polar Express" event. Rio Grande Scenic had 19,634 passengers in 2011.
- The Saratoga and North Creek Railway in New York State began operations in July, 2011, and also provides scheduled tourist services and a "Polar Express" event. In the six months that it was in operation in 2011, the railway handled 29,000 passengers.
- The West Texas and Lubbock Railway in Texas has no regular passenger service, but does operate "Polar Express" during the Christmas season, and handled 20,876 passengers in 2011.

- Both the Weardale Railway and the Dartmoor Railway in the U.K. provide seasonal “heritage” passenger services, as well as special “Santa” trains at Christmas.

Other Iowa Pacific qualifications include:

- *Ability to design and market an attractive service.* The company has a marketing staff dedicated to designing and promoting recreational passenger services.
- *Reservations capability.* Iowa Pacific operates a centralized reservation office in Colorado.
- *Internet booking capability* for all its U.S. passenger operations.
- *Readily available passenger equipment.* Iowa Pacific has a large U.S. fleet (over 135) of passenger cars of various types, including almost all of the full-length dome cars in the U.S., and an ongoing program to maintain and restore cars.
- *Management capability.* The company has operations personnel who are experienced in the specialized field of managing both scheduled and special event passenger services.

Other Considerations

Iowa Pacific confirms its willingness to cooperate with other operators of passenger train service on the Santa Cruz subdivision, and its willingness to cooperate with the construction and operation of a rail trail, provided in both cases that safety considerations are paramount and that there is no incremental cost to Iowa Pacific.

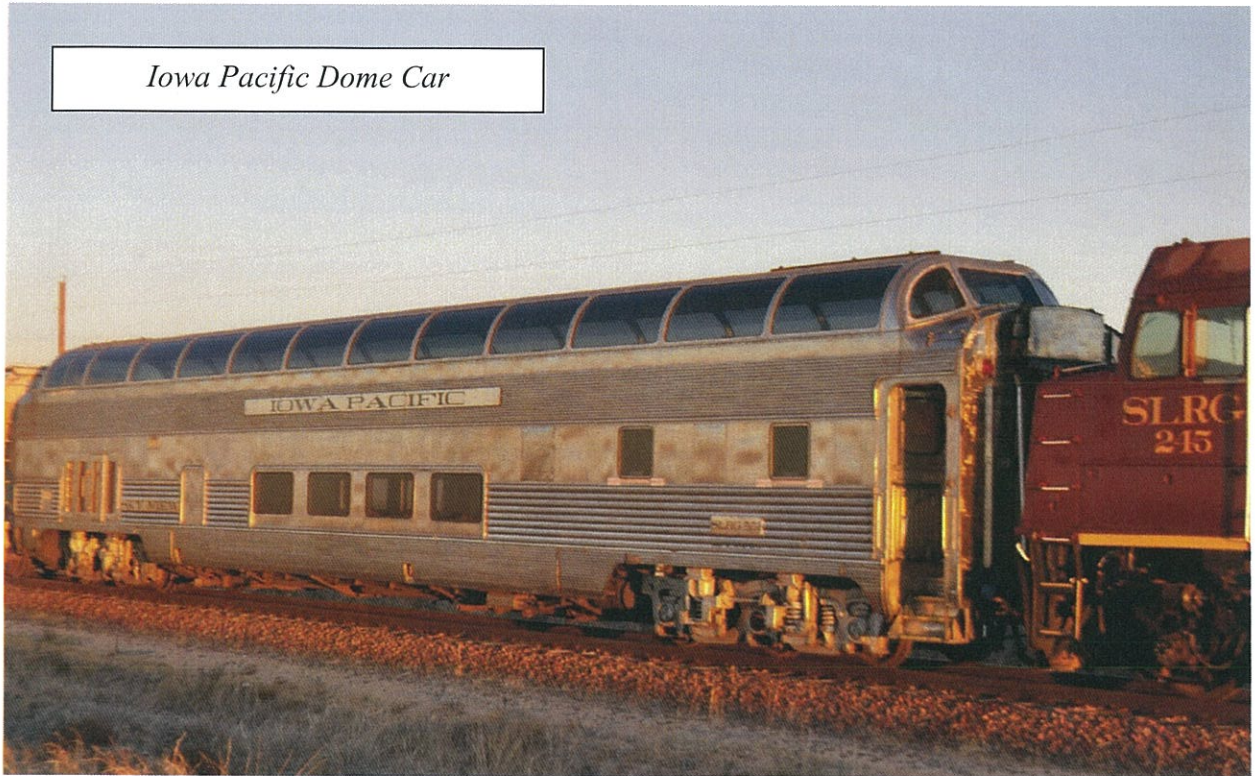
Iowa Pacific Passenger Locomotive



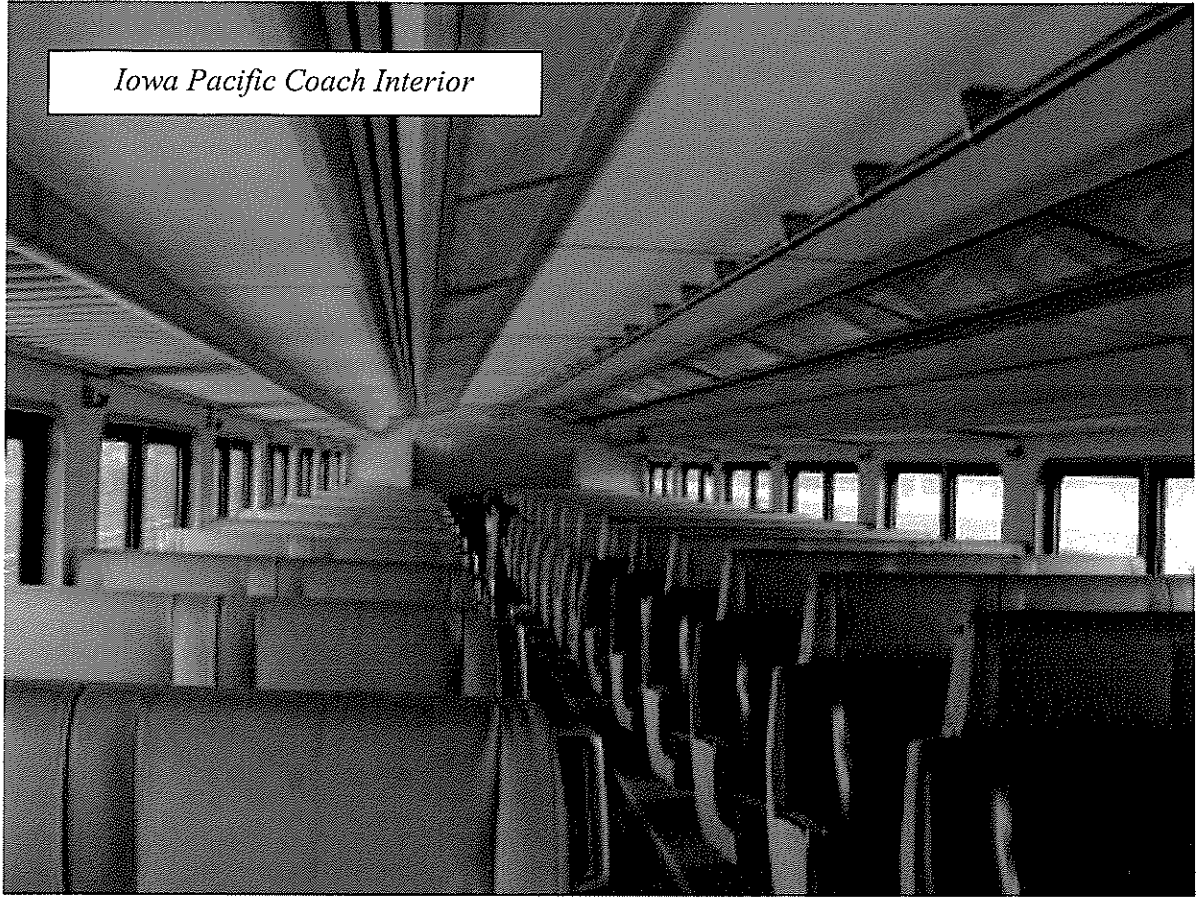
Iowa Pacific Freight Locomotive



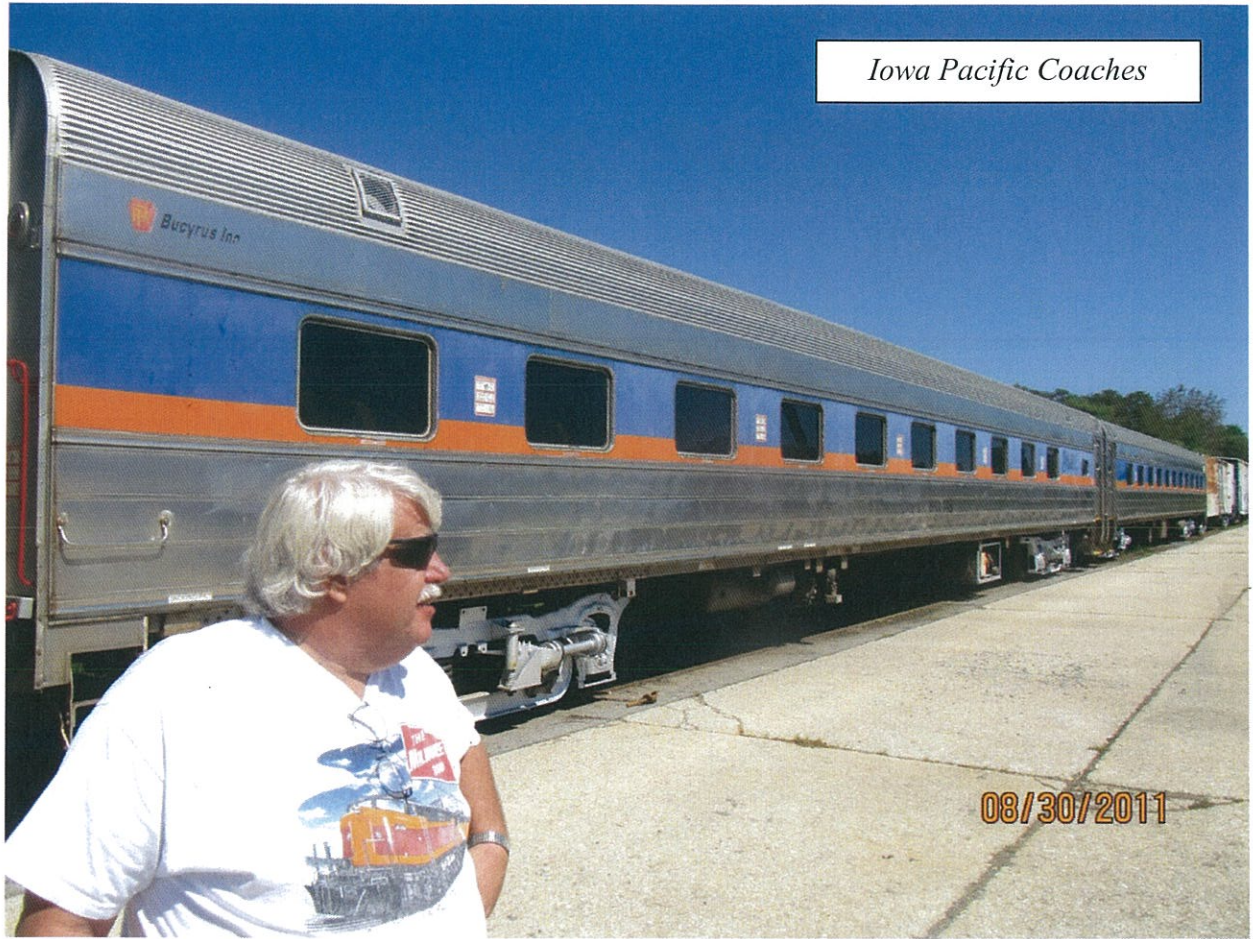
Iowa Pacific Dome Car



Iowa Pacific Coach Interior



Iowa Pacific Coaches



Iowa Pacific Train With High Capacity Coaches and Dome Car



Proposal for Operator of Rail Service Santa Cruz Line Maintenance Plan

Track

The entire line will be maintained to Class I standards. The line south of Santa Cruz, to Watsonville Junction is currently in excepted status.

As there is no freight traffic west (north) of MP 3.3, current work has focused on the easternmost end of the line.

Requirements to remove the excepted status are relatively minor, involving mostly rail joints. The joints require tightening and, in some cases, bolt and washer replacement. Two or three areas need surfacing; however, it would appear this could be done by a small gang, on existing material.

A track supervisor/roadmaster will be assigned. The track supervisor will be given a hi-rail vehicle equipped with hydraulic apparatus that will support tampers and other hand held tools. Assistance will be provided as required.

Grade Crossing Signals

A contractor will be assigned to the task of signal inspections and emergency repairs.

Locomotive Maintenance

Locomotives will be based in Watsonville Jct. Fueling will be accomplished via tank wagon. The train and engine crew will be responsible for daily inspections and minor repairs, brake shoes, light bulbs, etc. A contractor will be retained to do 92 day inspection of the locomotives.

Car Maintenance

Train crews have accepted responsibility for freight car inspection for several years, both on short lines and Class I railroads. This will continue. As cars coming to the line will pass through numerous Union Pacific yards and over wayside detectors en route, it is unlikely that the cars will arrive with serious defects. Never the less, local supervision will keep vigilant watch on train crews to insure proper interchange inspection.

The railroad will maintain a stock of car parts, air hoses, knuckles, brake shoes, etc. at Watsonville Jct. to insure prompt and proper repair to defective cars prior to interchange back to UP. Close watch will also be kept on cars released by customers and defects promptly corrected.

Iowa Pacific is evaluating options for a locomotive and passenger car maintenance site, as well as equipment storage. The company has approached Cemex regarding leasing a facility within the idle Davenport cement plant; other potential locations include the Davenport yard and the area adjacent to the former Wrigley plant.

Proposal for Operator of Rail Service Santa Cruz Line Financial Plan

Following is Iowa Pacific's proposed financial plan. *The underlying theme of this plan is its very conservative nature.* For example:

- Only a 5% year-over-year increase in freight revenue is projected. Iowa Pacific has achieved substantially greater increases on various other railroads.
- Passenger revenue is based on Santa Cruz – Davenport and “Polar Express” events, and does not include any provision for Santa Cruz – San Jose passenger service. Although we are confident that, with SCCRTC's assistance, agreement with Union Pacific can be reached for this service, there is no guarantee of such agreement, and therefore the financial benefits of such a service are not included here.
- “Polar Express” ridership is projected at 21,000 passengers in the first year. This is the same ridership experienced on the West Texas & Lubbock Railway, which is in a much less densely populated (and less affluent) area.
- We are projecting no passenger growth after the third year.

Despite these very conservative revenue assumptions, we are projecting only a minor loss in Year 1, breakeven performance in Year 2, followed by small profits in succeeding years.

Capital expenditures are projected at a modest \$50,000 per year, reflecting the upgrades that SCCRTC has already planned. As extension of passenger service to Watsonville and San Jose is not included in the projection, neither is the capital cost associated with bringing the Santa Cruz – Watsonville Jct. segment up to passenger train standards.

Proposal for Operator of Rail Service
Santa Cruz Line
Financial Plan

(000)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>
Revenue					
Passenger					
Santa Cruz-Davenport	\$ 198	\$ 429	\$ 462	\$ 462	\$ 462
Special events	840	975	1,120	1,120	1,120
Food & beverage	52	70	79	79	79
SCCRTC revenue sharing	-	(10)	(19)	(19)	(19)
Total	<u>\$ 1,090</u>	<u>\$ 1,464</u>	<u>\$ 1,642</u>	<u>\$ 1,642</u>	<u>\$ 1,642</u>
Freight service	<u>110</u>	<u>116</u>	<u>121</u>	<u>127</u>	<u>133</u>
Total	<u>\$ 1,200</u>	<u>\$ 1,580</u>	<u>\$ 1,763</u>	<u>\$ 1,769</u>	<u>\$ 1,775</u>
Operating expenses					
Payroll & related	\$ 292	\$ 384	\$ 428	\$ 429	\$ 431
Insurance (liability)	62	81	90	91	91
Fuel	96	126	126	126	126
Purchased services	79	107	120	120	120
Material	39	51	57	58	58
Equipment rental	79	107	120	120	120
Licenses & permits	103	136	154	154	154
Taxes	3	3	3	3	3
Depreciation	-	-	-	-	-
Marketing	142	149	156	156	156
Management fees	126	166	185	186	187
Other	<u>227</u>	<u>270</u>	<u>292</u>	<u>298</u>	<u>307</u>
Total	<u>\$ 1,248</u>	<u>\$ 1,580</u>	<u>\$ 1,731</u>	<u>\$ 1,741</u>	<u>\$ 1,753</u>
Net income	<u>\$ (48)</u>	<u>\$ -</u>	<u>\$ 32</u>	<u>\$ 28</u>	<u>\$ 22</u>

Proposal for Operator of Rail Service **Santa Cruz Line** **Financial Plan**

Passenger Revenue Derivation

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>
<i>Santa Cruz - Davenport</i>					
Roundtrips per day of operation	2	2	2	2	2
Operating days (Saturday/Sunday/ selected holidays, six months)	55	110	110	110	110
Revenue per passenger	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00
Average passengers per train	60	65	70	70	70
Total ticket revenue	\$ 198,000	\$ 429,000	\$ 462,000	\$ 462,000	\$ 462,000
<i>Polar Express event</i>					
Trains operated	70	70	70	70	70
Average passengers per train	300	325	350	350	350
Total passengers	21,000	22,750	24,500	24,500	24,500
Revenue per passenger	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00
Total ticket revenue	\$ 840,000	\$ 910,000	\$ 980,000	\$ 980,000	\$ 980,000

**Proposal for Operator of Rail Service
Santa Cruz Line
Revenue Sharing Proposal**

Iowa Pacific proposes that:

- It will pay SCCRTC 5.0% of freight revenue on carloads handled in excess of 500 carloads per quarter, with such payment due 60 days following the end of any given quarter.
- It will pay SCCRTC 5.0% of passenger ticket revenue on ticket revenue over and above \$300,000 per quarter, with such payment due 60 days following the end of any given quarter.

Proposal for Operator of Rail Service

Santa Cruz Line

References

Saratoga & North Creek Railway

Passenger service in New York State, commencing in July, 2011.

Reference:

Mr. Paul Dusek

County Administrator

Warren County

[REDACTED]

Email:

Rio Grande Scenic Railway

Passenger and freight service in Colorado.

Reference:

Mr. Nathan Cherpeski

City Manager

City of Alamosa, Colorado

[REDACTED]

Email:

Mt. Hood Railway

Passenger and freight service in Oregon.

Reference:

David Duncan

General Manager

Gray Line of Portland

Office:

Cell:

E mail:

AGENDA: May 17, 2012

TO: Regional Transportation Commission (RTC) Transportation Policy Workshop (TPW)

FROM: Grace Blakeslee, Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the draft transportation plan goals, targets, policies, and strategies.

BACKGROUND

The Regional Transportation Commission (RTC) received a report on the draft transportation goals, targets and policies at the RTC Transportation Policy Workshop (TPW) on April 19th. The draft transportation goals, targets and policies reflect sustainability principles and support integrating sustainable outcomes into the next Regional Transportation Plan (RTP). This plan will become 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 categories that should be considered when developing a sustainable transportation plan. The subject categories and sustainability goals identified by STC and included in STARS were approved by the RTC at the January 2012 meeting as the basis for developing the next Regional Transportation Plan (RTP) goals and policies. This effort takes into consideration federal planning factors and emphasis areas, as well as California SB 375 mandates for the Monterey Bay region which resulted in specific greenhouse gas emission targets.

DISCUSSION

Input Received on Draft Transportation Policy Element

An extensive outreach campaign was conducted to encourage input on the draft transportation goals, targets and policies from a wide sector of the community. Because the backcasting concept is a new tool in this transportation plan, staff conducted workshops for Commissioners, RTC committees, and the public in April at a mid-county location. In addition, staff set up an online survey and spent a considerable amount of effort to direct traffic to the survey. Information was sent to

all email distribution groups; cards were distributed at chamber events, candidate forums, farmers markets and various Bike to School/Bike to Work Events. Staff worked with media partners to highlight the importance of input at this stage of the Regional and Metropolitan Transportation Plan. Staff originally requested that surveys be completed by May 9th in order to be considered prior to the development of this staff report. However, due to Bike Week activities, additional comments received between the time of this writing and May 13th will be considered and provided at the May 17th meeting along with any additional recommended revisions to the draft transportation policy elements. Comments received after the May 17th meeting will be considered when packages of transportation investments are evaluated with respect to their ability to meet goals and targets later in the development of the draft transportation plan.

The feedback received indicates that there is strong agreement on the draft transportation goals and that in most instances the targets proposed are reasonable. Responses to some of the most frequent comments are provided below. A summary of comments and responses are included as [Attachment 1](#).

Responses to frequent comments received:

- *Target 1B not challenging enough:* Target 1B, "Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 due to a reduction in vehicle miles traveled and improved speed consistency" is consistent with the greenhouse gas emission reduction target established by the California Air Resources Board for the tri-county Monterey Bay Area. Achieving this target means reversing the historical trend of significantly increasing vehicle miles traveled per person. Establishing a target does not prevent the region from exceeding the target. The target is intended to reflect an aggressive, but achievable target based on available resources, and influence of transportation planning agencies. Other policies and advances such as fuel efficiency requirements and advances in vehicle and fuel technologies are expected to further reduce greenhouse gas emission per capita.
- *Role of vehicle miles traveled and speed consistency in achieving greenhouse gas emission target:* Reducing vehicle miles traveled and improving speed consistency are ways to reduce fuel consumption and greenhouse gas emissions. A reduction in vehicle miles traveled and improved speed consistency work together to help achieve the five (5) percent per capita reduction in greenhouse gas emissions set as a target for the tri-county Monterey Bay. To clarify the role of these measures in achieving fuel consumption and greenhouse gas emission reductions and the range in potential targets, Targets 1C, "reduce vehicle miles traveled...", and 1D, "improve speed consistency..." were incorporated into Target 1B, "reduce fuel consumption and greenhouse gas emissions..." (see [Attachment 2](#)).
- *Speed consistency analysis:* The speed consistency target aims to reduce the amount of stop-and-go traffic. Analyzing speed consistency considers the capacity of a facility, traffic volumes and posted speed limits. Posted speed

limits take into consideration facility design; therefore, speed consistency captures the appropriate speed for the facility based on the posted speed limit.

- *Performance monitoring:* Adopting targets helps to facilitate performance monitoring. The intent of monitoring the transportation plan's performance is to measure and communicate progress towards adopted transportation plan goals and targets to decision makers and the public. Based on the current modeling tools and resources available, staff will recommend that the transportation plan's progress towards achieving targets and goals be evaluated in 2020 and 2035. The extent to which progress towards achieving goals will be monitored will largely depend on available data. Although, some data is currently available to measure progress towards achieving targets, for other targets additional data is needed. Notably, reasonably available data was considered when identifying potential targets and measures. Before and after data will be required to better understand the impacts specific to individual projects.
- *Project specific references:* Goals and policies are not intended to reference specific projects. Proposed projects will be evaluated based on their consistency with goals and policies and their ability to achieve specific outcomes and advance targets. Project selection will occur during development of the project list, also known as the Action Element of the transportation plan.

Revised Draft Transportation Plan Goals, Targets, Policies and Strategies

Based on comments received, staff proposes revisions to some of the draft transportation plan targets, policies (Attachment 2) and strategies (Attachment 3). In addition, a few revisions are recommended based on new information available to RTC staff. Changes proposed to the version presented to the RTC at the April 19th TPW are shown in Attachment 2&3 in underline and strike out.

The draft transportation goals, targets, policies and strategies will remain draft until the Final Regional Transportation Plan/Metropolitan Transportation Plan is adopted in 2014. Prior to the final adoption of the RTP/MTP, the draft transportation goals, targets, policies and strategies will be one of the most significant factors in development of the draft transportation plan project list (Action Element) and evaluation of various packages of transportation investments. An overview of the purpose and development of the transportation goals, targets, policies and strategies excerpted from the April 19th Transportation Policy Workshop Agenda Item is included as Attachment 4.

RTC staff recommends that the Regional Transportation Commission approve the draft transportation plan goals, targets, policies and strategies (Attachment 2 & 3).

Next Steps

- June-September 2012: 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.
- June 2012: Obtain input regarding transportation patterns and preferences 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: Evaluate transportation projects based on consistency with the transportation plan policies and the projects ability to advance the transportation plan goals, based on how the project fits within the identified strategies or, the project justification provided.
- February 2013- June 2013: Evaluate packages of transportation investments alternatives based on their ability to meeting draft transportation goals, targets, policies, and strategies.

SUMMARY

The Regional Transportation Commission (RTC) received a report on the draft transportation goals, targets and policies at the RTC Transportation Policy Workshop on April 19th. The draft transportation goals, targets and policies reflect sustainability principles and support integrating sustainable outcomes into the next Regional Transportation Plan (RTP), which becomes the Santa Cruz County transportation component of the Metropolitan Transportation Plan (MTP). Staff has received and considered input on the draft transportation plan goals, targets, policies and strategies from RTC Commissioners, RTC advisory committee members, partner agencies, and the public ([Attachment 1](#)). RTC staff recommends that the RTC approve the draft transportation plan goals, targets, policies and strategies as revised ([Attachment 2 & 3](#)). The draft transportation goals, targets, policies and strategies will remain draft until the Final Regional Transportation Plan/Metropolitan Transportation Plan is adopted in 2014.

Attachments:

1. Summary of comments and response to comments received on draft transportation goals, targets, policies and strategies received as of May 8th
2. Revised draft transportation plan goals, targets, and policies
3. Revised draft transportation plan strategies
4. Overview of draft transportation plan goals, targets, policies, and strategies

Summary of Comments Received on Draft Transportation Plan Goals, Targets and Policies April–May 2012

A summary of comments received by May 8* and responses to comments on the draft transportation plan goals, targets and policies are below. The draft transportation plan goals, targets, and policies were first made available for comment as part of the April Regional Transportation Commission advisory committee agenda packets and the April 19th Transportation Policy Workshop agenda packet. Comments were received via email and verbally from members of the Bicycle, Elderly & Disabled Transportation, and Interagency Technical Advisory Committee; verbally during the Transportation Policy Workshop meeting; written and verbally at the April 19th Public Workshop hosted by the Santa Cruz County Regional Transportation Commission; and through a web survey hosted by the Regional Transportation Commission. (**The RTC will continue to accept comments via the online survey through May 13 and report additional substantial comments at the Transportation Policy Workshop.*)

Comments on Goals and Targets

1. *Comment:* Target 1D: Speed consistency as a target is too automobile centric, and not multimodal enough.
Response: The speed consistency target aims to reduce the amount of stop-and-go traffic. Analyzing speed consistency considers vehicle to capacity ratio and posted speed limit. Posted speed limits typically take into consideration facility design and therefore, speed consistency captures the appropriate speed for the facility based on the posted speed limit. For instance, a consistent and appropriate speed may be twenty-five miles per hour on a local arterial which supports multiple modes or fifty-five miles per hour on segments of highway designed for vehicle traffic only. Some targets may be more specific to one component of the transportation system but it is the intent of the RTC that on its entirety all of the goals, targets, and policies adequately address all components of the entire transportation system.
2. *Comment:* Target 3C should look at how investments impact services, not the amount of funding.
**Response:* Target 3C is revised to read: “Increase the percentage of transportation disadvantaged individuals within a 30-minute walk, bike or transit trip to key destinations specific to the transportation disadvantaged”. Another target considered was, “Reduce the percent of income spent on transportation for transportation disadvantaged”, however, insufficient data is available to analyze this target.
3. *Comment:* How do you improve health if the target 1F is 0%?
**Response:* Target 1F has been revised to Decrease single occupancy vehicle mode share compared to the baseline condition between 2 to 8 percent by 2035. Research supports the goal that increasing bicycle, pedestrian and transit trips can increase regular physical activity- a direct benefit to health. A 2% reduction is based on reducing one-third of the short trips (less than 2 miles) from single occupancy vehicle to bicycle or walk trips. An 8% reduction in single occupancy vehicles can be translated into increases of over 100% in transit ridership and 30%

in bicycle trips. These potential changes could increase the number of calories burned by an individual by approximately 350-700 per week.

4. *Comment:* Maintenance targets should also address the condition of bicycle lanes and sidewalks.

Response: Targets 3A and 3B address both the condition of the vehicle lane and the bicycle facilities. Sidewalks are the responsibility of adjacent property owners and thus are not included in the pavement condition index. A project sponsored by RTC is currently underway to provide information to property owners about their responsibility for sidewalk maintenance.

5. *Comment:* How is distributing benefits equally among modes addressed by the draft goals?

Response: The draft goals and targets are focused on sustainable outcomes, not mode specific investments. In many strategies, investments that encourage a greater number of trips to be made by bicycle, walking and transit achieve targets. In other cases, investments that support more efficient use of vehicle trips achieve targets. Still, in other cases, investments that support fewer trips achieve targets.

6. *Comment:* Limit goals to improving non-motorized transportation only.

Response: Goals and policies are designed to be outcome oriented and not mode specific. Proposed projects will be evaluated based on their consistency with goals and policies and their ability to achieve specific outcomes and advance targets. Not everyone can use non-motorized transportations, but small shifts can result in substantial benefits.

7. *Comment:* Limit goals to improving vehicle traffic only.

Response: Goals and policies are designed to be outcome oriented and not mode specific. Proposed projects will be evaluated based on their consistency with goals and policies and their ability to achieve specific outcomes and advance targets.

8. *Comment:* Goals should place greater emphasis on road maintenance.

Response: Maintaining roads is a critical strategy to achieve several sustainable goals and can demonstrate significant benefits to achieve cost-effectiveness goals. Yet, a combination of approaches is needed to develop a sustainable transportation system consistent with the Triple Bottom Line definition of sustainability.

9. *Comment:* More emphasis should be given to reducing congestion and improving speed and efficiency for vehicles.

Response: Reducing vehicle congestion is primarily addressed by the draft policy element using the speed consistency, travel time reliability, and vehicles miles traveled measures. Policies that support these measures as ways of reducing congestion include: Policy 1.1 Transportation Demand Management; Policy 1.2 Transportation System Management; and, Policy 1.2 Transportation Infrastructure.

10. *Comment:* Safety should be the number one goal.

Response: Safety is of critical importance to government agencies engaged in transportation planning. Safety is also a key component in achieving a sustainable transportation system, as it addresses the people, and prosperity component of the Triple Bottom Line definition of sustainability. Yet, a combination of approaches is needed to develop a sustainable transportation system which comprehensively addresses people, prosperity and planet consistent with the Triple Bottom Line definition of sustainability.

11. *Comment:* Improving health should not be a goal for the transportation system.

Response: Because transportation infrastructure investments have long-lasting implications not only on the transportation system, but also on the larger environmental, economic, and social systems with which transportation interacts, the draft policy element proposes to consider the impacts of transportation investments using the Triple Bottom Line definition of sustainability, including people, planet and prosperity. Research demonstrates that increasing active modes of transportation, such as walking and bicycling, can play a role in improving health and reducing obesity. In addition, some forms of transportation produce more health- affecting pollution than others, therefore transportation choices have direct and indirect impacts to health.

12. *Comment:* Improving equity should not be a goal for the transportation system.

Response: Because transportation infrastructure investments have long-lasting implications not only on the transportation system, but also on the larger environmental, economic, and social systems with which transportation interacts, the draft policy element proposes to consider the impacts of transportation investments using the Triple Bottom Line definition of sustainability, including people, planet and prosperity. Transportation investments can disproportionately impact or benefit the ability of some segments of the population to access essential goods and services.

13. *Comment:* Goals are too vague.

Response: Goals are intended to identify a vision for a sustainable transportation system for Santa Cruz County. Developing a transportation system that is sustainable and addressing the transportation needs of Santa Cruz County travelers requires a variety of approaches and considerations. The specific concepts encompassed in the three goals deliberately address sustainable outcomes as defined by the Sustainable Transportation Analysis Rating System and comprehensively address the Triple Bottom Line definition of sustainability.

14. *Comment:* Goals should focus on number of users

Response: The number of users is a primary consideration when evaluating the cost-effectiveness of projects and is addressed in Policy 3.1, Cost-Effectiveness and System Maintenance, which includes Strategy 3.1.4, Facility Demand: Prioritize projects based on number of users of a facility and system management plans.

15. *Comment:* Reduce cost of public transportation and household transportation related expenses.

Response: Goal 3 addresses the benefit of transportation investments for all users and includes Policy 3.4, Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations. The cost of transportation has been identified as a barrier to access for transportation disadvantaged, therefore proposed projects that reduce the cost of transportation for transportation disadvantaged will be evaluated during the development of the project list, also known as the Action Element of the transportation plan based on their ability to improve access for transportation disadvantaged to key destinations.

16. *Comment:* Provide transportation choices.

Response: The draft goals and policies support a multimodal transportation system. It is the intent of the RTC to include goals, targets, and policies that adequately address all components of the entire transportation system.

17. *Comment:* Improve access to business areas

Response: The draft policies address transportation improvements that can result in economic benefits. Improving economic benefit through improved access is primary addressed by the

draft policy element through policies focused on Transportation Demand Management, Transportation System Management, Transportation Infrastructure and Land use. These policies supporting actions that improve travel time reliability, reduce fuel related expenses and thus increase reinvestment in the local economy, and increase the percent of people within a 30 minute trip to employment centers.

18. *Comment:* Clarify that Goal 2 is for all modes.

**Response:* Goal 2 has been revised as shown: Reduce transportation related fatalities and injuries for all transportation modes

19. *Comment:* Greater emphasis should be on visitor/tourist related travel.

Response: The unique transportation needs of visitors are supported primarily by Goal 1, which address access to key destinations using a combination of Transportation Demand Management, Transportation System Management, Transportation Infrastructure Improvements, and Land Use Strategies.

20. *Comment:* Focus on less vehicle travel and the need to own a car

Response: Two of the primary measures encompassed in the draft transportation targets are reduced vehicle miles traveled and reduce single occupancy vehicle trips. These measures can be advanced by shifting trips from vehicles to bicycle, pedestrian and transit modes. Many of the targets and policies associated with Goal 1 support less vehicle travel, and safe and convenient access to key destinations.

21. *Comment:* Reduce commute times and focus on local employment.

Response: Access to employment directly advances economic benefit and access outcomes, which are encompassed in Goal 1. Improved access to employment centers, travel time reliability, and vehicle miles traveled measures will be used to evaluate transportation investments ability to improve access to employment.

22. *Comment:* Target 1B is not challenging enough.

23. *Response:* Target 1B, "Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 due to a reduction in vehicle miles traveled and improved speed consistency" is consistent with the greenhouse gas emission reduction target established by the California Air Resources Board for the tri-county Monterey Bay Area. Achieving this target means reversing the historical trend of significantly increasing vehicle miles traveled per person. Establishing a target does not prevent the region from exceeding the target. The target is intended to reflect an aggressive, but achievable target based on available resources, and influence of transportation planning agencies. Other policies and advances such as fuel efficiency requirements and developments in vehicle and fuel technologies are expected to further reduce greenhouse gas emission per capita.

24. *Comment:* Why not more aggressive targets?

Response: Establishing targets involves setting desirable future objectives first then determining the degree to which investments will meet objectives, rather than relying on demand based forecasts to direct the planning and investments. Proposed targets consider aggressive, but reasonably obtainable targets based on existing and potential future conditions and state and federal requirements.

25. *Comment:* Provide a context for Targets 2A and 2B.

Response: Proposed targets consider aggressive, but obtainable targets based on existing and potential future conditions and similar efforts. Methodologies for targets will be discussed in

greater detail when various transportation investment packages are evaluated. The best available data will be used as baseline data. In 2009, injury and fatal collisions in Santa Cruz County were as follows: bicycle, 189; pedestrian, 37; motorized, 1,386.

Comments on Policies and Strategies

26. *Comment:* Revise Policy 2.3, Traffic Calming. Traffic calming typically refers to infrastructure improvements and programs to slow vehicle traffic down on residential streets.
**Response:* Policy 2.3 has been re-titled “Complete Streets” and combined with Policy 2.4. The intent of Policy 2.3 and 2.4 is to encourage system design considerations that improve multimodal safety while addressing transportation demands specific to that area or location.
27. *Comment:* Consider ecodriving as a strategy for reducing fuel emissions.
**Response:* Policy 1.2, Transportation System Management now includes Strategy 1.2.7, Ecodriving. Sufficient research is available to document the benefits of eco/efficient driving towards reducing greenhouse gas emissions.
28. *Comment:* Consider carsharing as a strategy for reducing vehicle miles traveled.
**Response:* Policy 1.1, Transportation Demand Management now includes Strategy 1.1.7, Carsharing. Sufficient research is available to document the benefit of carsharing on reducing vehicle miles driven to support inclusion of this strategy.
29. *Comment:* Strategy 1.1.1 should also allow for flexible work schedules.
**Response:* Strategy 1.1.1 now includes flexible work schedules. Flexible work schedules that reduce time spent in congestion and reduce the number of trips also achieve goals.
30. *Comment:* Need more policies that support expanded transit service.
Response: Policy 1.3, Transportation Infrastructure, includes Strategy 1.3.1 which focuses on improved transit service by decreasing individuals travel times. This may include, but is not limited to, providing more frequent service, and providing additional service.
31. *Comment:* Add policy that requires developments which serve transportation disadvantaged individuals to coordinate with transit service
Response: The proposed draft goals focus on providing improved access and safety for transportation disadvantaged individuals to key destinations. Facilities located within these areas will benefit from transportation investments, including transit service, that serve these locations.
32. *Comment:* Strategy 1.5.2 should also include “served by transit”
Response: Strategy 1.5.2 supports multimodal transportation investments, including transit.
33. *Comment:* Include more policies that address the attractiveness of trips
Response: Several policies including, 1.3, 1.4, 1.5, 2.1, & 2.3, address the attractiveness of trips when you consider facilities, design, safety and convenience.
34. *Comment:* Include policy that encourages separated facilities for vehicles and bicyclists and pedestrians.
Response: Separated facilities would be considered under Policy 2.3, System Design as they reduce the potential for conflict between bicyclists, pedestrians and vehicles.
35. *Comment:* More explicitly address coordination between transportation improvements and state and local planned growth and economic development.
**Response:* Included as Strategy 3.2.3, Plan Consistency.

36. *Comment:* Include policies which directly support improved travel times for bicycle trips.
**Response:* Several policies support strategies that improve travel times for bicycles including: Policy 1.2, which encompasses strategies to address transportation system operations impacting bicycles and, Policy 1.3 & 1.4, which encompasses strategies addressing availability of bicycle facilities and connectivity of bicycle facilities. Also, Target IC has been revised to include, “improve multimodal level of service for walk and bicycle trips within and between key destinations” in order to better capture and measure the convenience and quality of bicycle trips since limited data about travel times for bicycle trips is available.
37. *Comment:* Bicycle and pedestrian modes are not emphasized enough in policies.
Response: Two of the primary measures encompassed in the draft transportation targets are reduced vehicle miles traveled and reduce single occupancy vehicle trips. These measures can be advanced by shifting trips from vehicles to bicycle and pedestrian modes. Support for bicycle and pedestrian infrastructure, system management improvements that addresses bicycle and pedestrian facilities, and safety efforts that emphasize bicycle and pedestrian safety are included as draft policies 1.2, 1.3, 1.4, and 2.3.
38. *Comment:* Policies should more directly support economic development.
Response: The draft policies address transportation improvements that can result in economic benefits, not economic development specifically. Economic benefit is addressed through three primary measures: reinvestment in the local economy through reducing vehicle expenses, including fuel expenses; travel time reliability, which support a competitive business environment as business and individuals can better manage delivery and time spent in travel; improving access to employment and other key destinations, which include education and commercial centers.
39. *Comment:* Greater emphasis should be placed on complete streets.
Response: Complete streets are supported by several policies including, but not limited to, policies 1.4 and 2.3.
40. *Comment:* Are potential impacts of increases in fuel prices considered?
Response: The draft policies are designed to provide travelers with a variety of transportation choices, which would support transportation system users in making choices consistent with the economic opportunities and constraints an individual may be facing. Although the number of vehicle miles traveled is sensitive to fuel prices, transportation planning agencies have little influence over fuel prices. Policy 3.3, System Financing supports the role of fuel taxes and user fees to provide funding for needed transportation improvements and achieve sustainability goals.
41. *Comment:* Support affordable investments in public transportation.
Response: Proposed projects must be consistent with adopted draft goals and policies and will be evaluated based on sustainable measures, including cost-effectiveness.
42. *Comment:* Sustainable funding sources are needed.
Response: Policy 3.3, System Financing: Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system, intends to address the need for a reliable source of transportation funding.
43. *Comment:* There are many mechanisms that will influence behavior.

Response: The draft transportation plan goals, targets, and policies consider the ability of transportation agencies to support a variety of transportation choices with the intent of addressing trends and future projections.

Clarification-Additional Information

44. *Comment:* How will progress towards targets be monitored?

Response: Adopting targets as part of the transportation plan helps to facilitate performance monitoring. The intent of monitoring the transportation plan's performance is to measure and communicate progress towards adopted transportation plan targets to decision makers and the public. The evaluation tool is currently designed to evaluate progress in 2020 and 2035 based on relative progress made towards targets when compared to projections. The extent to which progress towards goals will be monitored will largely depend on available data; for instance, the extent of traffic counts available for all modes. Some data is currently available to measure progress towards targets in absolute terms and for other targets additional data is needed. Before and after data will be required to better understand the impacts specific to individual projects.

45. *Comment:* Language included in goals and targets contains too much jargon and is difficult to understand.

Response: Every effort was made to more easily communicate the intent of the draft goals, targets, and policies; however, some language still contains references to specific transportation planning concepts, measures and requirements that may be new to members of the public. Staff will continue to work on improving the ease with which the concepts contained in the policy element are communicated to the public and decision makers.

46. *Comment:* Many project specific references were received including, but not limited to, rail trail, light rail, and highway 1 improvements.

Response: Goals and policies are not intended to reference specific projects. Proposed projects will be evaluated based on their consistency with goals and policies and their ability to achieve specific outcomes and advance targets. Project selection and prioritization will occur during development of the project list, also known as the Action Element of the transportation plan.

47. *Comment:* Why 2035?

Response: The horizon year 2035 has been selected primarily because this is the timeframe for which the Regional Travel Demand Model is currently designed to make projections. Also, long range transportation plans are required to cover at a minimum of twenty years.

*indicates that a revision is recommended based on the comment received

Revised Draft Transportation Plan Goals, Targets and Policies

(underline/strikeout indicates amendments from the original version)

- **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 meeting targets. In many cases actions to achieve one goal will lead toward achieving the other goals. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

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. (*Specific target numbers will be developed in conjunction with Sustainable Communities Strategy.*)

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 due to through a reduction in vehicle miles traveled and improved vehicle flow speed consistency. [Note: Of the 5 percent reduction in fuel consumption/greenhouse gas emissions, improving speed consistency could account for up to 1% with the remaining due to reductions in vehicle miles traveled.]

~~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.

1CE. Improve travel time reliability for vehicle all trips and multimodal level of service for walk and bicycle trips to and within between-key destinations. (*Specific target numbers still to be developed.*)

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

1DF. Decrease single occupancy vehicle mode share compared to the baseline condition between ~~0-2~~ to 8 percent by 2035.

POLICIES:

- 1.1. *Transportation Demand Management (TDM)*: Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2. *Transportation System Management*: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases 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 for all transportation modes**

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) 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 percent by 2035

POLICIES:

2.1 *Safety*: Prioritize funding for safety improvements that will reduce fatal or injury collisions.

2.2 *Emergency Services*: 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~~ ~~2.3~~ *System Design*: Reduce the potential for conflict between bicyclists, pedestrians and vehicles ~~at high use locations.~~

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

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

TARGETS:

Maintain the existing system.

3A. Increase the average local road pavement condition index to 70 by 2035.

3B. Reduce the lane miles in “distressed” condition by 5 percent per year.

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

3C. Increase the percentage of transportation disadvantaged people within a 30-minute walk, bike or transit trip to key destinations. ~~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.

POLICIES:

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

Revised Draft Transportation Plan Strategies

(underline/~~strikeout~~ indicates amendments from the original version)

The strategies listed below are those that have demonstrated potential for advancing the draft transportation goals and triple bottom line sustainability framework. The strategies are numbered to reference the specific draft transportation goals and policies they support. In many cases, strategies advance more than one draft transportation goal and policy. The demonstrated potential for achieving goals is supported by a variety of research and practical applications.

1.1. TRANSPORTATION DEMAND MANAGEMENT (TDM):

- 1.1.1. Individualized Marketing. Expand results-oriented individualized marketing and incentive programs to employers, schools and residents that encourage people to reduce trips made driving alone (including carpooling, shifting to other modes, telecommuting, and flexible work schedules).
- 1.1.2. Establish Targets. Establish short-term (three to five year) employee and residential trip reduction targets for drive-alone, vehicle miles reduced and/or fuel consumption for specific key origins and key destinations.
- 1.1.3. Traveler Information Services. Increase the use of new technology, including information and telecommunication technology to improve traveler information and reduce travel demand.
- 1.1.4. Parking Management. Implement a combination of incentives and requirements for TDM trip reduction and parking management for commercial and residential new development and new use in key destinations.
- 1.1.5. Right-size the Mode. Encourage carpool/vanpool for longer trips, walking and bicycling for shorter trips and transit for trips along frequent service routes.

1.2. TRANSPORTATION SYSTEM MANAGEMENT (TSM):

- 1.2.1. Signal Priority. Prioritize funding for signal synchronization and transit signal priority on frequent service transit routes.
- 1.2.2. Auxiliary Lanes. Evaluate, and if found beneficial, implement auxiliary lanes.
- 1.2.3. TSM at Highway 1 Access Points. Evaluate, and if found beneficial, implement ramp metering and/or HOV queue jumps at Highway 1 access points and at intersections that are or could be heavily used by transit and/or carpools and vanpools.
- 1.2.4. Motorist Aid. Promote motorist aid programs that decrease non-recurrent congestion.

1.2.5. Facility Design. Encourage the use of design elements for improving speed consistency on arterials such as roundabouts, left hand turn lanes, adaptive signal control and activated signals for bike and pedestrians.

~~1.2.5.~~**1.2.6. Variable Speed Limit.** Evaluate, and if found beneficial, implement automated speed limit reduction on Highway 1 during congestion events.

~~1.2.6.~~**1.2.7. Congestion Pricing.** Evaluate, and if found beneficial, implement congestion pricing in order to improve travel time reliability, improve speed consistency and reduce fuel consumption.

1.2.8. Eco-driving. Encourage eco/efficiency-driving training programs to reduce fuel consumption.

1.3. & 1.4 TRANSPORTATION INFRASTRUCTURE:

1.3.1 Improve Transit. Encourage transit service improvements that decrease travel time and minimize overcrowding.

1.3.2 Expand Bicycle, Pedestrian, Transit and Carpool Projects. Evaluate, and if found beneficial, implement bicycle, pedestrian, transit and carpool projects that serve major Santa Cruz County routes to provide safe, affordable options

~~1.3.4—3~~ **Update Local Plans.** Support local agencies in regularly updating pedestrian, bicycle, and transit plans.

~~1.3.3—4~~ **Electric Vehicle infrastructure.** Promote electric vehicle use through planning, development of infrastructure and other means.

1.3.5 Carsharing Support. Promote the development of commercial carsharing, peer-to-peer carsharing, and casual ridesharing programs.

1.4.1. Complete Streets. Encourage the implementation of Complete Streets to facilitate safer ~~and shorter and~~ bike, walk and transit trips.

1.4.2. Connectivity and Completeness. Prioritize projects that improve connectivity and close gaps in the bicycle, pedestrian and transit networks.

1.5 LAND USE:

1.5.1. Ped and Bike Level of Service~~OS~~. Encourage local agencies to adopt Multimodal Level of Service (MMLoS) standards.

1.5.2. Complete Neighborhoods. Prioritize funding for multimodal transportation projects in areas of new infill growth that are mixed use including, but not limited to, jobs/housing/services/retail.

- 1.5.3 **Parking Minimums, Maximums, and Pricing.** Work with local agencies to evaluate the benefits and costs of current and potential parking minimums, maximums and prices and implement supporting policies and programs if found beneficial.

2.1 SAFETY

- 2.1.1 **Targeted Improvements.** Support location-specific improvements to locations with higher-than-average fatalities and injuries to reduce the likelihood of future collisions.
- 2.1.2 **Speed Suitability.** Encourage projects to demonstrate speed suitability; that is, that streets are designed and speeds are set to maximize multimodal safety and are consistent with surrounding land use.
- 2.1.3 **Close the Gaps.** Prioritize projects that close gaps in the bicycle, pedestrian and transit networks. (See 1.4.2)

2.2 EMERGENCY SERVICES

- 2.2.1 **Highway Aid Programs** Implement motorist aid programs to increase safety on highways.
- 2.2.2 **Emergency Traveler Information.** Develop emergency traveler information for the region

2.3 SYSTEM DESIGN. —TRAFFIC CALMING

- 2.3.1 **Pedestrian and Bicycle Safety Improvements.** Encourage the following design elements to be considered when implementing safety improvements: single-lane roundabouts, sidewalks, exclusive pedestrian and signal phasing, pedestrian refuge islands, and increased intensity of roadway lighting.
- 2.3.2. See also 1.4.1 - Encourage the implementation of Complete Streets to facilitate safer bike, walk and transit trips.
- 2.3.3. **Safety Features.** Employ proven design features such as separate facilities and notification of shared facilities and crossings and consider innovative solutions such as cycle tracks.
- 2.3.4. **Context Sensitive.** Consider adjacent land use and associated transportation by mode when designing facilities.

3.1 COST-EFFECTIVENESS & SYSTEM MAINTENANCE

- 3.1.1 **Timeliness.** Support projects that can be delivered in a timely manner.
- 3.1.32 **Life-Cycle Cost and Benefit.** Support project evaluation tools and projects that can demonstrate cost-effectiveness using a full life cycle cost analysis

and benefits to access, safety and health, and climate pollution and energy use.

3.1.34 **Optimum Maintenance.** Support projects that adhere to economically optimum maintenance and replacement levels for road, bicycle, pedestrian and transit assets.

3.1.54 **Facility Demand .** Prioritize projects based on number of users of a facility and system management plans.

3.2. COORDINATION

3.2.1 **Maximize Efficiencies.** Increase coordination between transportation entities to maximize efficiencies at providing transportation services to the public; centralize information for public to access; utilize best practices by other entities and minimize duplicative efforts.

3.2.2 **Coordinated Data Collection.** Develop a coordinated data collection effort that address priority transportation needs for the RTC and transportation partners.

3.2.3 **Plan Consistency.** Promote consistency between transportation improvements and state and local planned growth and economic development.

3.3. SYSTEM FINANCING

3.3.1 **Support a Variety of Investments.** Support increased federal, state, or local gas taxes to be used for a variety of transportation improvements, including road maintenance.

3.3.2 **New Funding Sources.** Support new funding sources for transportation investments. ~~that assess those who benefit directly from improvements.~~

3.3.3 **Evaluate User Fees.** Consider and evaluate users fees, where appropriate, such as congestion pricing.

3.3.4 **New Development.** Encourage private development proposals to make investments that reduce vehicle trips including, but not limited to, transit, bike, car sharing and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

3.4 EQUITY

3.4.1 ~~Encourage proposed investments to identify whether and how they will reduce disparities in safety and access for transportation disadvantaged people.~~

3.4.21 **Support Connections.** Support connections between key origins for transportation disadvantaged, jobs centers, and other key destinations.

3.4.32 **Affordable Housing.** Encourage affordable housing along major transit corridors and near transit stops.

3.4.43 **Address Time of Travel Need.** Address travel needs at times of day and on days of the week that correspond with entry-level employment opportunities.

3.5 ECOLOGICAL FUNCTION

3.5.1. ~~Encourage projects to demonstrate how they improve habitat, increase tree canopy, and avoid impacts to sensitive areas.~~

3.5.21 **Joint Projects.** Encourage project sponsors to include joint projects with other agencies, such as other departments responsible for watershed health, storm water management and habitat restoration.

3.5.2 **Low-Impact Design.** -As a standard element of project funding evaluation, proposed projects should evaluate low impact design measures which address treatment of storm water on site and identify which they are proposing.

3.5.3 **Healthy Landscapes.** Promote native and drought-tolerant plants in the right-of-way and increase tree canopy coverage

3.5.4 **Sensitive Areas.** Facilitate regional mitigation and other strategies which support improvements in increasing the quality and quantity of habitat and enhances sensitive areas.

3.6 LOW IMPACT DESIGN:

3.6.1 ~~Encourage the inclusion of low impact design measures in transportation projects.~~

3.7-6 PUBLIC ENGAGEMENT

3.6.1 **Full Participation.** Evaluate and, where necessary, improve the public involvement process to eliminate participation barriers and engage maximum participation transportation disadvantaged populations in transportation decision making, including transportation disadvantaged populations.

3.6.2 **Broad Outreach.** Use a broad range of outreach methods and media solutions to provide the community access to information about the RTC's programs, projects and services on a regular basis.

Overview of Draft Transportation Goals, Targets, Policies and Strategies

The proposed draft policy element for the next Regional Transportation Plan (RTP), which serves as the Santa Cruz County component of the Metropolitan Transportation Plan (MTP), addresses the role of transportation in supporting sustainable communities and provides guidance to decision makers about what course of actions will achieve transportation plan goals.

Goals: Three key goals have been identified for the next transportation plan. The purpose of the draft goals is to:

- provide the basis for integrating sustainable principles into the Santa Cruz County component 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 coordination of land use and transportation investments to reduce vehicle miles traveled and greenhouse gas emissions.

Targets: Draft transportation plan targets have been identified, where possible, to establish measurable objectives for achieving goals, to provide a decision support tool for linking policies and projects to goals, and assessing performance trends to provide the opportunity to make adjustments in priorities, if needed. Establishing targets is consistent with the Sustainable Transportation Analysis & Rating System (STARS) recommended approach of backcasting. This approach involves setting desirable future objectives first then determining the degree to which investments will meet objectives, rather than relying on demand based forecasts to direct the planning and investments. To accommodate data constraints and changing assumptions over time, targets, in the current context, will primarily serve the purpose of comparing how well various transportation investment packages advance goals by 2035.

To develop recommended targets for achieving recommended transportation goals, RTC staff, in consultation with the North American Sustainable Transportation Council (STC), considered the following:

- state and federal requirements and goals;
- data availability and constraints;
- resources available for analysis;
- aggressive, but reasonably obtainable targets based on existing and potential future conditions;

Overview of Draft Transportation Goals, Targets, and Policies

- community priorities based on the RTP Sustainability Survey results (<http://sccrtc.org/funding-planning/long-range-plans/rtp/>)

Data and resource limitations were the primary reason for not recommending targets for every sustainable objective identified in STARS and approved by the RTC at the January 2012 meeting. However, all STARS sustainable objectives are encompassed in the recommended three draft transportation goals and policies.

In many cases, the proposed targets directly support the goal of reducing per capita greenhouse gas emissions by five (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. This greenhouse gas target of five (5) percent reduction by 2035 does not include additional reductions expected from the Pavley Clean Car Standard and the Low Carbon Fuel Standard. Where modeling tools were not available, aggressive, but reasonable, targets were proposed based on other similar efforts and local conditions. 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. Providing a range also acknowledges that goals and targets are interconnected and advancing greenhouse gas targets will likely require a combination of approaches.

Note that some of the targets have not been established at this time. 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. The Sustainable Communities Strategy, required by SB375, will identify a regional development pattern that, when combined with the transportation system, can meet the regional greenhouse gas targets from the automobile and light truck sectors for 2020 and 2035. Target 1E: Improve travel time reliability for all trips between key destinations requires additional baseline data that is not yet available.

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, targets and Triple Bottom Line. The proposed draft policies are intended to be specific enough to more easily guide transportation decision making in a manner consistent with sustainable goals and targets 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 goals and targets.

Strategies: Specific strategies that are directly linked to policies and have strong potential for advancing goals and targets have been identified by STC as part of STARS in coordination with RTC staff. Strategies are types of actions that address how investments should be implemented to most significantly advance goals and targets. To identify those policies and strategies that are most likely to advance

Overview of Draft Transportation Goals, Targets, and Policies

transportation plan goals and targets, the STC and RTC staff undertook the following activities:

- examined relevant and current research on strategies that maximize the benefits to the triple bottom line;
- evaluated which strategies have the capability of achieving benefits in the short term by way of being implemented more quickly and producing benefits quickly and those projects that require more lead time and/or for which the benefits may require more time to be realized;
- considered conditions in Santa Cruz County such as travel patterns, transportation system design, and transportation funding;
- emphasized lower cost investments; and,
- acknowledged the authority and influence of the RTC.

How are proposed goals and policies different from those in the 2010 RTP?

The proposed draft transportation goals and policies for this plan are:

- based on sustainable objectives that support those investments that will simultaneously maximize the benefit for people, planet, and prosperity;
- limited in number to provide a more useful reference for decision making and as a result, reflect those strategies with the greatest potential for advancing goals;
- more focused on lower cost investments for achieving goals, when compared to some of the potentially, more costly larger capital projects;
- designed to be consistent with and supportive of the pending tri-county Sustainable Communities Strategy being developed by AMBAG; and,
- carried over from the 2010 RTP if they have a strong link to sustainable objectives and remain relevant to the transportation needs of today.

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. These include 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 required Sustainable Communities Strategy, Complete Streets, and Smart Mobility

Framework. The Santa Cruz County RTP will make up the transportation component of the SB375 required Sustainable Communities Strategy for Santa Cruz County. RTC will work 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.

Project sponsors will be encouraged to propose projects for inclusion in the MTP and RTP that are also consistent with the identified strategies. There may be additional projects/strategies that could help achieve the targets that were not identified by the STC's STARS process or RTC staff. Projects that do not fall within the strategies identified in the draft strategies list could 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. Some measures that could be utilized to demonstrate a link towards meeting goals and targets and are consistent with measuring progress towards sustainability objectives include, but are not limited to: vehicle miles traveled, vehicle delay, travel time reliability, number of bicycle, pedestrian or transit trips, multi modal level of service, and travel time for all modes. Other criteria that could ensure consistency with goals could include: closing gaps in the bicycle-pedestrian network, project located in areas within a reasonable bicycle, pedestrian or transit distance to key destinations or key origins, and/or addresses Complete Streets design principles 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.

AGENDA: May 17, 2012

TO: Regional Transportation Commission – Policy Workshop
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Transportation Funding Strategy Update – Potential Ballot Measure

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC):

1. Continue to take steps towards placing a ballot measure on the November 2012 ballot;
 2. Provide input on potential ballot language;
 3. Identify members for an ad-hoc expenditure plan development group;
 4. Direct staff to schedule a public workshop on transportation funding strategies and potential expenditure plan.
-

BACKGROUND

There are insufficient funds available to operate and maintain Santa Cruz County's multi-modal transportation system, especially as state and federal sources have become increasingly unreliable. Existing transportation revenues make up less than 50% percent of what is required to maintain and improve roads, highways, bridges, sidewalks, bicycle facilities, and public transit. New, secure sources of funds that cannot be diverted to other uses are needed to repair and maintain local streets and roads; to make roadways safer for drivers, buses, pedestrians and bike riders; and to reduce congestion.

Addressing the funding shortfall will require changes on multiple levels. State and federal gas tax revenues continue to decline, especially as vehicles become more fuel efficient. In addition, the amount of revenues generated from gasoline taxes continues to not keep pace with the number of vehicle miles driven. Therefore, it is necessary for state and federal governments to increase the per gallon excise tax on gasoline and/or implement alternate funding mechanisms, such as fees based on the number of miles driven, toll roads, and other user fees. However, it is highly unlikely that changes to transportation funding structures at the state and federal level will occur in the near future and instead state and federal sources of revenues for transportation will continue to decline.

Due to the chronic lack of action by the state and federal governments to address the funding shortfall, local communities have taken steps to increase local revenues, which cannot be taken by the state, to address at least some of this shortfall. The RTC conducted a poll of likely Santa Cruz County voters to evaluate the possibility of a November 2012 ballot measure, which could garner sufficient

votes to raise additional revenues for the local transportation system. The poll demonstrated that Santa Cruz County voters recognize that new revenue sources are needed to support the local transportation system; and that up to 69% of voters could support a new local \$10 per vehicle registration fee (VRF) if there were a campaign to inform voters about the measure. As discussed at prior meetings, a \$10 increase in local vehicle registration fees would net approximately \$2.3 million per year. This is far from enough funding to fully address the backlog of needs, but would represent an incremental step towards minimizing the decline of the local transportation system and protecting the community's vital infrastructure network.

Placing a VRF on the ballot would be part of a longer term approach to bring more local transportation funding to Santa Cruz County. Future steps would assess the longer term objective to secure a new sales tax or other revenue measure for essential transportation infrastructure, transportation services, streets and roads maintenance, bicycle and pedestrian safety, and services for seniors and people with disabilities.

DISCUSSION

As reported at the April Transportation Policy Workshop, the results of the March 2012 Godbe Research survey of likely voters indicate that voters would support a \$10 VRF if there were a campaign for the measure. A local campaign would be especially important given that the November 2012 ballot may be crowded with state and local revenue measures (a partial list of potential measures is included as [Attachment 1](#)). Staff has begun discussions with some stakeholders about the potential local transportation measure and there is cautious optimism. Public works department-heads and several local politicians have indicated strong support for the proposed November 2012 VRF measure. However, some members of the business community and other community leaders have indicated that strong, united support from commissioners is requisite to success.

Before the RTC decides whether to move forward with placing a measure on the November 2012 or any future ballot, additional work needs to be done. **Staff recommends that the RTC:**

- **Identify members for an ad hoc expenditure plan working group to develop a detailed plan of how the estimated \$2.3 million generated per year would be spent, including categories of projects, formulas for distributing funds, oversight provisions, and other details;**
- **Direct staff to schedule a public workshop on transportation funding strategies and potential expenditure plan, to be coordinated with discussions about the long- range Regional Transportation Plan (RTP);**
- **Continue to take steps towards placing a ballot measure on the November 2012 ballot, including meetings between Commissioners and stakeholders to discuss transportation funding needs and the potential November 2012 measure.**

If the RTC determines there is sufficient support for a campaign, staff will return at the June RTC meeting with recommendations to proceed with the next steps- which would include approval of draft ballot language; amending the RTC budget to cover costs of placing a measure on the ballot; and requesting that local jurisdictions re-designate the RTC as the Congestion Management Agency (CMA) for Santa Cruz County (as needed in order for the RTC to place the measure on the ballot per Senate Bill 83).

As noted above, strong, united, enthusiastic support and leadership from RTC Commissioners is requisite to success. An overall public outreach program to increase public awareness of the needs, related costs, and the community benefits of new revenue mechanisms would also be necessary. The public workshop recommended above would be one component of the public outreach program.

Preliminary Ballot Language

Based on the results of the March 2012 survey, presented to the RTC at the April TPW meeting, Santa Cruz County voters are most supportive (over 2/3rds) of a vehicle registration fee measure that uses funds on the following:

- Maintain streets and roads and fix potholes to the benefit of everyone including drivers, bicyclists, walkers, buses, seniors, students, and neighborhoods
- Projects that increase access for seniors and people with disabilities
- Sidewalks, safe street crossings and other pedestrian projects to make sidewalks more accessible for people with disabilities and students (safe routes to schools)

While there was strong support for most other transportation projects and programs in Santa Cruz County, given that a \$10 vehicle registration fee would only generate approximately \$2.3 million per year for transportation projects, staff and the RTC's polling consultant Bryan Godbe, suggest the following language for the November 2012:

In order to:

- Help maintain streets, roads and fix potholes for the benefit of everyone, including drivers, bus riders, bicyclists, and pedestrians; and
- Fund sidewalks, curb ramps, crosswalks and other projects to make sidewalks safe and accessible for seniors, people with disabilities and school children,

with funds that cannot be taken by the State, shall Santa Cruz County voters authorize a \$10 fee on the registration of vehicles, with independent oversight, to be spent entirely within Santa Cruz County?

Staff recommends that the RTC provide input on this potential ballot language. Formal approval of the ballot language and an expenditure plan will happen at a subsequent meeting.

Ad-Hoc Expenditure Plan Working Group

Staff recommends setting up an ad-hoc group to work on developing an expenditure plan for the possible ballot measure. The expenditure plan is a companion to the ballot question which provides a detailed description of the measure, including information on allocation of funds, financing, oversight, and reporting. This group should include a diverse group of Commissioners, public works representatives, and community leaders. **Staff recommends that the RTC identify potential members for this working group.**

Distribution Formulas

Allocation formulas that could be considered by an expenditure plan working group include how to split projected revenues between local street and road repairs, pedestrian projects, and senior and disabled transportation access projects. For instance 75% of the funds could be distributed to local street and road projects which benefit users of multiple modes, with the balance focused on making sidewalks more accessible to people with limited mobility. The group would also consider different formulas for distributing revenues for local street and road maintenance to local jurisdictions - this could take into consideration population, center line road miles, lane miles, roadway condition, maintenance of effort commitments, traffic volumes or vehicle miles traveled on roadways, matching funds, areas served, registered vehicles, and/or STARS triple-bottom line criteria. The group would also consider how much of the funding to focus on extending the useful life of several miles of roadways through preventative maintenance and how much to direct to a few roadways that require complete rehabilitation.

A few examples of percentage splits of different factors among local jurisdictions are shown below. One of these or combinations of these and other measures could be used.

	%	% lane	% Total
Jurisdiction	population	miles	VMT
Capitola	3.8%	3.5%	5.6%
Santa Cruz	23.0%	15.1%	21.7%
Scotts Valley	4.4%	4.3%	5.2%
Watsonville	19.5%	11.2%	14.1%
Unincorporated	49.4%	65.9%	53.4%

Preliminary Budget

Developing an expenditure plan, providing education materials to the public on the measure, and placing the measure on the ballot are anticipated to cost the RTC between \$200,000 and \$350,000. According to County Elections office the cost for a special district, such as the RTC, to place a measure on the November 2012 ballot is \$1.00-\$3.00 per voter (\$150,000 and \$300,000), depending on the number of

pages of an RTC measure and expenditure plan and the final cost for the voter guide and ballot. Staff anticipates \$25,000 will be needed for public education materials. The RTC could also consider hiring a consultant to assist with expenditure plan development and the public education program. RTC staff time working on articulating transportation system needs and revenue shortfalls is part of the RTC's Regional Transportation Plan financial element and action element development.

SUMMARY

The Regional Transportation Commission is investigating local funding strategies to address at least a portion of the significant backlog of transportation system needs in Santa Cruz County. According to a March 2012 poll, Santa Cruz County voters could support a \$10 VRF this November. Staff will provide updates on and seek RTC input on a potential ballot measure at this meeting.

Attachment 1: Potential Ballot Measures November 2012

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Potential Ballot Measures November 2012

This is an unofficial list of some of the measures compiled by RTC staff, that are under consideration for the November 2012 Ballot. County Elections Department does not maintain a list of measures under considerations, only those that have been officially filed.

Ballot Measures in Santa Cruz County

Under Discussion

County of Santa Cruz: TOT and parcel tax (to be discussed at late May or early June BOS meeting)

City of Capitola: ¼-cent sales tax extension and TOT (April 26, 2012)

City of Santa Cruz: TOT

PVUSD: Bond measure to build and repair classrooms and other school facilities.

Local June 2012 Ballot – Santa Cruz City Schools is asking voters to renew existing parcel taxes by supporting Measures I and J, and Scotts Valley Unified School District seeks approval for its new parcel tax, Measure K.

Statewide Ballot – November 6, 2012

As of May 3, 2012, five (5) measures have been placed on the November 6 statewide ballot (listed below). Over 50 additional initiatives and referenda have been cleared for circulation or are already pending signature verification. Those pending measures related to revenue generation are listed. For a full list, visit:

<http://www.sos.ca.gov/elections/ballot-measures/initiative-referendum-status.htm>.

On the ballot (already qualified)

Title	Subject	Description
Water Bond	Bonds	\$11.1 billion bond to upgrade California's water system
#11-0010	Labor	Government no longer allowed to automatically deduct union dues from paychecks ("paycheck protection")
#11-0013	Insurance	Car insurance rates can be based on a person's history of insurance coverage ("persistency discounts")
#11-0028	Redistricting	Referendum on the State Senate Redistricting Plan
#11-0035	Death penalty	"End the Death Penalty" Initiative

Pending referrals

Title	Subject	Description
SCA 5	Elections	Reduce threshold required to pass parcel taxes from 2/3rds to 55%

Signatures submitted: As of May 5, 2012, six initiatives are at the stage where signatures have been submitted to election officials but have not yet been verified. Three relate to taxes and fees.

Title	Subject	Description	Result
#11-0080	Taxes	Income Tax Calculations for Multistate Businesses	<i>Pending</i>
#11-0100	Taxes	Molly Munger's State Income Tax Increase	<i>Pending</i>
#12-0009	Taxes	Jerry Brown's Merger Tax Increase Initiative	<i>Pending</i>

Cleared for circulation: Once the Office of the Attorney General of California has prepared a ballot title and a summary of a proposed initiative, the initiative is considered to be "cleared for circulation". Its supporters then have 150 days from the date that the title and summary were prepared to collect and submit to election officials the required signatures. Many times, initiative sponsors submit more than one version of a proposed initiative to the Attorney General's office. When this happens, a circulation deadline for an earlier version may elapse with no signatures having been submitted, but the general idea of that initiative is still in play because its sponsors have instead set their sights on circulating a version that filed later on that has, or will have, a later circulation deadline.

Title	Description	150-day deadline
	To qualify for November 6 ballot: April 20 was the (recommended) signature-filing date if random sampling applies	
#11-0051	Tax on California Oil and Gas	May 7, 2012
#11-0061	Guarantee of Sales Tax Allocations to Local Governments	May 29, 2012
#11-0068	Two-Year Budget Cycle	May 29, 2012
#11-0079	Fees on Pollution Producers to Pay for Mitigation	June 11, 2012
#11-0080	Sales Taxes for Multistate Businesses; Clean Energy Funding (Steyer)	<i>Signatures submitted</i>
#11-0087	Tax Assessment Required of Most Commercial Property Every Three Years	June 21, 2012
#11-0098	Regulation and Taxation of Medical Marijuana Industry	July 13, 2012
#11-0096	Tax on Oil; Revenues to Higher Education	July 16, 2012

Measure withdrawn/missed deadline: Dozens of additional measures initially proposed for the November 2012 ballot have since been withdrawn or missed deadlines. While the

circulation deadline may come and go on one version of the initiative without signatures being filed, the initiative itself may still be alive, if its sponsors are pinning their hopes on a later version of the initiative with a deadline farther in the future. They include initiatives focused on public employee pensions, sales taxes for online purchases (the "Amazon Sales Tax"), rural fire prevention fee, and taxes on oil.

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AGENDA: May 17, 2012

TO: Regional Transportation Commission (RTC) Transportation Policy Workshop

FROM: Luis Pavel Mendez, Deputy Director

RE: Fiscal Year (FY) 12-13 Work Program

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving the proposed FY 12-13 work program (Exhibit A to Attachment 1).

BACKGROUND

At the beginning of each calendar year, staff prepares a proposed Regional Transportation Commission (RTC) budget and work program for the following fiscal year. The proposed budget and work program are presented to the Budget and Administration/Personnel (B&A/P) Committee for review and recommendation to the RTC. The B&A/P Committee reviewed the proposed RTC FY 12-13 budget and work program at their February 9th meeting and recommended approval. In March 2012, the RTC approved the FY 12-13 budget but postponed approval of the work program because it was still undergoing review by the Association of Monterey Bay Area Governments (AMBAG), Caltrans and federal agencies.

DISCUSSION

The proposed FY2012-13 RTC Work Program (Exhibit A to Attachment 1) serves to obtain approval for and receive federal and state funds necessary to meet the RTC transportation planning responsibilities. The work program includes state and federally mandated requirements and RTC priorities, including:

- Production of the 2014 Regional Transportation Plan (RTP) as part of the Metropolitan Transportation Plan (MTP) for the AMBAG region
- Continuation of the Highway 1/HOV Lane project tiered environmental analysis
- Construction of the Soquel to Morrissey Auxiliary Lanes project
- Taking full possession of the Santa Cruz Branch Rail Line along with management of and planning for the property
- Work to develop potential new transportation revenues to help meet continuously increasing transportation needs in the region
- Continued work with project sponsors and funding agencies on securing funds for high priority projects from all modes of transportation
- Continued work on the Master Plan for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network

- Monitor and participate in local, state and federal efforts to address sustainability and global warming

Two years ago the RTC changed the format of the work program document to more efficiently satisfy federal agency requirements. However, due to increased efforts at the federal level for accountability and transparency, it was necessary to make further formatting changes to the work program document. RTC staff has been working with AMBAG, Caltrans and federal agency staff to modify the work program to ensure that it meets all state and federal requirements. The draft work program presented with this staff report looks different from the draft work program reviewed by the B&A/P Committee in February because it incorporates the suggestions and comments of AMBAG, Caltrans, and federal agencies. The work program still includes all of the RTC's transportation priorities included in the RTC's adopted FY 12-13 budget. **Staff recommends that the RTC approve the attached proposed FY12-13 Work Program (Exhibit A to Attachment 1).**

SUMMARY

The RTC approve the FY 12-13 budget in March 2012 and postponed approval of the FY 12-13 work program because it was still undergoing review by partner agencies. The draft FY 12-13 work program looks different from that reviewed by the B&A/P Committee because it incorporates AMBAG, Caltrans and federal agency documents. However, the draft FY 12-13 work program includes all of the RTC priorities included in the approved FY 12-13 RTC budget. **Staff recommends that the RTC approve the proposed FY 12-13 work Program (Exhibit A to Attachment 1).**

Attachments:

1. Resolution approving the proposed Fiscal Year (FY) 12-13 RTC work program

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ATTACHMENT 1

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 17, 2012
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE FY 12-13 WORK PROGRAM FOR THE REGIONAL
TRANSPORTATION COMMISSION

WHEREAS, the Santa Cruz County Regional Transportation Commission adopts and
periodically amends a budget and work program for each fiscal year to guide its expenses and work;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION
COMMISSION:

1. The FY 12-13 Budget and Work Program for the Santa Cruz County Regional
Transportation Commission (RTC) is hereby approved as shown in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Kirby Nicol, Chair

ATTEST:

George Dondero, Secretary

Attachments: Exhibit A - SCCRTC FY 12-13 Work Program

Distribution: RTC Fiscal
AMBAG

WORK ELEMENT NUMBER 101**Overall Work Program****Agency:** SCCRTC**Project Manager:** Luis Mendez, Deputy Director**Total Budget:****\$27,000****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	30,000	-10,000	FHWA PL	20,118	-13,000
Services & Supplies	0	0	State RPA	6,882	0
TOTAL	30,000	-10,000	TOTAL	27,000	-13,000
			% Federal	75%	

Project Description

Develop, maintain, and oversee the annual work program and budget to carryout the transportation planning activities of the Santa Cruz County Regional Transportation Commission (SCCRTC) in accordance with federal, state and local requirements and available funding as a component of the overall work program for the three-county AMBAG region. This includes includes OWP development, coordination, and meetings with local, regional, state and federal agencies (including AMBAG, Caltrans, FHWA, TAMC and San BenitoCOG) to ensure that the entire three-county region is meeting federal requirements. Additionally, this work element provides monitoring and review of policy and legislative activities that impact the production, coordination, implementation and requirements of the OWP. Further duties include quarterly reporting to verify progress in implementing the work program.

Project Product(s)

FY 2013-14 Overall Work Program and Budget and amendments; amendments to the FY 2012-13 OWP and Budget; quarterly and annual progress reports.

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Develop and implement annual Overall Work Program and Budget

75%

Develop, implement and oversee the annual overall work program activities and budget in accordance with federal and state requirements in coordination with AMBAG and other partner agencies; and produce quarterly and annual progress reports.

Previous Accomplishments

Developed and adopted FY 2011-12 OWP and Budget; Processed amendments to the FY 2011-12 OWP and Budget; provided required quarterly and annual progress reports for transportation planning and project activities to SCCRTC, AMBAG, and Caltrans.

Task	Description	Deliverable	Completion Date
1	Finalize FY 2011-12 revenues and expenditures	Revenues and expenditures files	8/15/2012
2	Produce final FY 2011-12 work program quarterly report and provide to AMBAG	Final FY 2011-12 quarterly report	8/15/2011
3	Prepare and adopt the annual fall FY 12-13 budget and overall work program amendment	FY 2012-13 amendments and staff reports	10/31/2012
4	Produce FY 2012-13 quarterly work program reports and provide to AMBAG	FY 2012-13 quarterly work program reports	10/30/2012 01/31/2013 04/30/2013

5	Prepare for and participate in annual OWP kick-off meeting with TAMC and AMBAG	Meeting with regional partners, agenda and materials	12/15/2012
6	Develop draft FY 2013-14 draft work program and budget and provide document to AMBAG	Draft FY 2013-14 draft work program and budget	03/01/13
7	Participate in 2013-14 OWP development and coordination meetings with AMBAG and other agencies in the region	Meetings, agendas and materials	04/30/13
8	Incorporate comments/suggestions into final draft FY 2013-14 OWP and provide document to AMBAG	Final draft Fy 2013-14 OWP	04/30/13
9	Prepare and adopt the annual spring FY 12-13 budget and overall work probram amendment and provide to AMBAG	Amendment and staff report	05/15/13
10	Prepare and present final FY 13-14 OWP to SCCRTC board for approval	Final OWP and staff report	06/15/13
11	Prepare other amendments to the FY 2012-13 budget and work program as necessary and submit to AMBAG	Amendments and staff reports	06/30/13

WORK ELEMENT NUMBER 102**Transportation Development Act Administration****Agency:** SCCRTC**Project Manager:** Luis Mendez, Deputy Director
Daniel Nikuna, Fiscal Officer**Total Budget:** \$669,505**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	208,505	7,505	Local	669,505	7,505
Services & Supplies	461,000	0			
TOTAL	669,505	7,505	TOTAL	669,505	7,505

Project Description

SCCRTC as Regional Transportation Planning Agency for Santa Cruz county distributes Transportation Development Act (TDA) Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.

Project Product(s)

Transportation Development Act and State Transit Assistance Funds apportionments, allocations and claims

Triennial performance audit

FY 2011-12 Fiscal Audit

Other Task (Nonfederal)

Manage, coordinate and distribute TDA and STA funds

Previous Accomplishments

Every three years, SCCRTC contracts for triennial performance audits of the transit operators and itself to assure the agencies are meeting the requirements of state TDA law. In FY 2010-11 a triennial performance audit for FYs 2006-07, 2007-08 and 2008-09 was completed. Annually, SCCRTC oversees the fiscal TDA audits for the transit operators in Santa Cruz County and itself. In FY 2011-12 TDA fiscal audits were completed for FY 2010-11. In FY 2009-10 SCCRTC incorporated the unmet transit needs process into the 2010 RTP development process.

Task	Description	Deliverable	Completion Date
1	Coordinate review of appropriate TDA claims with advisory committees	Staff reports	06/30/13
2	Provide staff support to Budget and Administration/ Personnel Committee	Agendas and staff reports	06/30/13
3	Coordinate annual unmet transit needs process, including outreach to traditionally underrepresented communities, and adopt resolution of unmet transit needs finding	Staff reports, presentation, information materials (Spanish), public outreach, meetings and resolution	06/30/13

4	Maintain records and pay claims for TDA, STA and other trust fund accounts.	Files, invoice processing and payments	06/30/13
5	Assist transit operators with annual financial audits	Phone calls, emails	06/30/13
6	Implement recommendations in performance audit	Staff reports and modifications to processes and forms	06/30/13
7	Obtain TDA funds estimates from County Auditor Controller	Emails and estimate materials	7/13/12 1/10/13
8	Monitor TDA revenue receipts, compare to estimates and adjust estimates as necessary	Reports to B&A/P Committee and RTC	06/30/13
9	Conduct the FY 2011-12 annual fiscal audit and implement suggested changes	Audit report and staff reports	6/30/2013
10	Produce staff assignment lists, performance evaluations and personnel actions	Assignment list, individual staff meetings, evaluation forms	06/30/13
11	Prepare and submit to Caltrans the FY 2012-13 indirect cost allocation plan	ICAP report and staff report	08/31/12
12	Produce and distribute annual financial report	Financial report and staff reports	06/30/13
13	Coordinate, meet, confer and negotiate with labor representatives	Meetings, agenda and information materials	6/30/2013
14	Conduct triennial performance audit	Triennial performance audit	06/30/13

WORK ELEMENT NUMBER 112**Transportation Plans Coordination and Interagency Liaison****Agency:** SCCRTC**Project Manager:** Rachel Moriconi, Senior Transportation Planner**Total Budget:****\$176,071****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	95,471	0	FHWA PL		
Contractual	80,600	0	State RPA	86,049	0
			Local	90,022	5,375
TOTAL	176,071	0	TOTAL	176,071	5,375
			% Federal	0%	

Note: No project development nor project implementation tasks included in this work element will be funded by Rural Planning Assistance (RPA) funds

Note: Lobbying is not part of any work task under this work element

Note: The contractual work listed in this work element will be paid with local funds and it is for hiring consultants who assist the RTC in obtaining information and producing reports to fully understand the implications of regulatory and statutory changes to transportation planning and funding and adequately communicate such changes and implications and implement them accordingly

Project Description

This is an ongoing element concerned with the coordination of regional transportation planning activities consistent with federal and state law to maintain a coordinated approach to transportation planning on a local, regional, state and federal level.

Project Product(s)

Ongoing inter-agency coordination with local jurisdictions, Santa Cruz Metro, specialized transportation service providers, AMBAG, neighboring RTPAs, the Air District, state and federal agencies

Attend, organize and follow-up for coordination meetings pertaining to the transportation planning activities

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Coordinate the implementation of SAFETEA-LU requirements as it relates to regional transportation planning

0%**Previous Accomplishments**

The SCCRTC worked with AMBAG and TAMC to ensure a coordinated effort for the production of the 2010 RTP/MTP. The SCCRTC held regular meetings of the Interagency Technical Advisory Committee (ITAC) and SCCRTC staff held meetings with Santa Cruz Metro, AMBAG, TAMC, VTA, educational institutions, non-profits, local jurisdictions, the Air District and Caltrans, to discuss and implement coordination efforts.

Task	Description	Deliverable	Completion Date
1	Collect, process and transmit information on funding, plans and related activities to facilitate interagency communication	Phone calls, emails, and information materials	06/30/13

2	Participate in, prepare and distribute agendas and staff reports for RTC and committee meetings	Agendas and staff reports	06/30/13
3	Meet quarterly with Caltrans to coordinate planning and programming activities and prepare materials for meetings	Teleconference, Agenda and meeting materials	06/30/13
4	Coordinate on planning and programming with other agencies throughout the state through participation in the Regional Transportation Planning Agencies group, the California Association of Councils of Government(CalCOG), the Central Coast Coalition and the California Transportation Commission	Meeting participation, meeting notes, agendas	06/30/13
5	Continue to work with Caltrans, AMBAG and other partner agencies on improved planning for the movement of goods into, out of and through the region	Communications with partner agencies, meetings	06/30/13
6	Work with the City of Watsonville and other partner agencies to update the master plan for the Watsonville airport	Communications with partner agencies, meetings	06/30/13
7	Exchange information concerning transportation planning, and funding with local jurisdictions, Caltrans, AMBAG, Santa Cruz Metro, the Air District, UCSC, and other federal, state and local agencies	Meetings, phone calls, emails and information materials	06/30/13
8	Prepare reports and materials for Interagency Technical Advisory Committee (ITAC) to facilitate planning and programming coordination among all of the various transportation partners represented on the Committee (public works departments, planning departments, transit district, UCSC, Caltrans, AMBAG, Air District)	ITAC meetings, agendas and packets	06/30/13
9	Monitor and participate in efforts at the federal, state and local level related to global warming	Conference calls, meetings and notes	06/30/13
10	Coordinate with business and community organizations, and task forces, including those who engage traditionally underrepresented communities, on transportation issues, transportation planning, and funding issues	Presentations, phone calls, meetings and materials in Spanish	06/30/13
11	Stay informed on state and federal legislative and budgetary changes and proposed changes to more effectively and efficiently coordinate current transportation activities with changing requirements	Staff reports and information materials	06/30/13
12	Communicate with legislative officials and others on the effective and efficient coordination of proposed legislative and budgetary changes with current transportation planning activities	Phone calls, emails, letters and meetings	06/30/13
13	Continue to work with Interagency Technical Advisory Committee members and other transportation partners to cooperatively develop and pursue grant opportunities for transportation studies and development of transportation plan components and funding	Joint grant applications	06/30/13
14	Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management	Phone calls, emails, meetings, notes and information materials	06/30/13

WORK ELEMENT NUMBER 175**Monterey Bay Area 511 Traveler Information System****Agency:** SCCRTC**Project Manager:** Tegan Speiser, Senior Transportation Planner**Total Budget:** \$195,215**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	102,187	0	Fed 5304 (Part Plng)	95,465	0
Services & Supplies	40,136	0	Local	99,750	0
Contractual	52,892	0			
TOTAL	195,215	0	TOTAL	195,215	0
			% Federal	49%	

Project Description

This work element is for the production of a feasibility and implementation plan for a Monterey Bay Area 511 traveler information system in Santa Cruz and Monterey counties as outlined in the successful Partnership Planning Grant application. SCCRTC, TAMC and Caltrans will coordinate to produce a plan that appropriately develops a comprehensive, centralized and multi-modal traveler information system to provide up-to-date transportation information including real-time roadway traffic conditions, incident information, transit route and schedule information, carpooling and bicycle information and travel notices for residents, visitors, businesses and commuters.

Project Product(s)

511 Traveler Information System Feasibility and Implementation Plan

Previous Accomplishments

In FY 2009-10 SCCRTC and TAMC successfully secured a Partnership Planning Grant to produce a 511 Traveler Information System Feasibility and Implementation Plan and SCCRTC established the appropriate funding documents with Caltrans and an MOU with TAMC for cooperation in developing the plan. In FY 2010-11 SCCRTC and TAMC working with Caltrans and other agencies developed a scope of work, released a request for proposal and led a successful procurement process to select a consultant and award a contract for production of the feasibility and implementation plan. In FY 2011-12, RTC and TAMC completed and presented the findings of the feasibility study.

Task	Description	Deliverables	Completion Date
1	Submit regular invoices to Caltrans for payment of work performed (SCCRTC)	Invoices	03/31/13
2	Implement memorandum of understanding agreement (SCCRTC & TAMC)	Coordination meetings, phone calls and emails	03/31/13
3	Coordinate with transportation information providers and stakeholders for 511 (SCCRTC & TAMC)	Phone calls, emails, meetings and materials	03/31/13
6	Working with the consultants and stakeholders produce the feasibility and implementation plan according to the established contract and scope of work (SCCRTC & TAMC)	Draft and final plans, meetings, emails, phone calls	03/31/13
7	Administer Contracts (SCCRTC)	Amendments to contract	03/31/13

8	Provide input on draft feasibility and implementation plan and work with the appropriate committees, groups and boards to obtain the necessary input for the production of the feasibility and implementation plan (SCCRTC & TAMC)	Draft plans, staff report and presentation to RTC Board	12/31/12
9	Finalize the Draft Plan (SCCRTC & TAMC)	Final plans, and staff report	03/31/13

WORK ELEMENT NUMBER 177**Freeway Service Patrol (FSP)****Agency:** SCCRTC**Project Manager:** Amy Naranjo, Transportation Planner**Total Budget:**

\$387,000

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	60,000	0	Caltrans	204,000	0
Services & Supplies	327,000	0	Hwy 1 Aux Lanes pr	112,000	0
Reserves	0	0	RSTP Exchange		0
			Local	71,000	0
TOTAL	387,000	0	TOTAL	387,000	0

Project Description

SCCRTC Freeway Service Patrol (FSP) operates on Highways 1 and 17 in Santa Cruz County to assist stranded or stalled motorists, and to remove freeway objectives that cause episodic traffic congestion. SCCRTC works closely with Caltrans and California Highway Patrol to implement the program.

Project Product(s)

Freeway Service Patrol

Other Task (Nonfederal)

Implement county level Freeway Service Patrol

Previous Accomplishments

In FY 2009-10, SCCRTC secured American Recovery and Reinvestment Act (ARRA) funding for the FSP and in FY 2010-11, SCCRTC fully delivered the FSP service it committed to with ARRA funding. In FY 2010-11, SCCRTC completed a tow service procurement process for FSP service on Highway 17. In 2011-12, SCCRTC implemented FSP service on Highway 1 to alleviate congestion resulting from the Highway 1 Soquel to Morrissey Auxiliary Lanes construction.

Task	Description	Deliverables	Completion Date
1	Administration: Provide supplies as needed, monitor use, evaluate future program needs, and process invoices for payment of service from contractors.	Tow truck service to motorists, invoices, purchase orders, statistics, and reports	06/30/13
2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators	Training sessions, agendas and materials	06/30/13
3	Represent agency at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for FSP program	Meeting participation, reports, presentations	06/30/13
4	Improve data collection techniques and enhance Personal Digital Assistants to improve truck tracking and vehicle dispatching capabilities.	Data reports and analysis	06/30/13

5	Work with other freeway service programs within region to enhance the program's cost-effectiveness	Cost effectiveness analysis	06/30/13
6	Prepare Annual Report	Annual report and presentation	06/30/13
7	Continue to promote the program and increase awareness	Outreach materials in English and Spanish	06/30/13
8	Continue to implement and monitor the usage and effectiveness of FSP tow truck service in cooperation with CHP and Caltrans	Data reports and analysis	06/30/13
9	Coordinate FSP with neighboring counties	Phone calls, emails, letters and meetings	06/30/13
10	Consider revisions to FSP services based on analysis of usage and availability of funding	Analysis and reports	06/30/13
11	Maintain FSP data collection system and feed the data into the statewide FSP benefit/cost model to better reflect conditions of smaller FSP programs	Data reports and analysis	06/30/13
12	Provide FSP service on Highway 1 as part of the traffic management plan for the Highway 1 Soquel to Morrissey Auxiliary Lanes Construction project	Contract for Highway 1 service	06/30/13
13	Investigate and pursue potential new funding sources for FSP programs	Phone calls, emails, letters and meetings	06/30/13

WORK ELEMENT NUMBER 178**Service Authority for Freeway Emergencies (SAFE)****Agency:** SCCRTC**Project Manager:** Amy Naranjo, Transportation Planner**Total Budget:**

\$370,800

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	110,000	0	SAFE Funds	316,800	0
Services & Supplies	260,800	0	Local	4,000	0
Reserves		0	MTC Contribution	50,000	0
TOTAL	370,800	0	TOTAL	370,800	0
			% Federal	0%	

Project Description

The Santa Cruz County Service Authority for Freeway Emergencies (SAFE) operates the County's highway callbox system and works with the California Highway Patrol and Caltrans on motorist aid and highway safety projects and programs.

Project Product(s)

Service Authority for Freeway Emergencies call box system and extra CHP enforcement to reduce collisions

Other Task (Nonfederal)

Maintain and implement SAFE program and provide extra CHP enforcement

Previous Accomplishments

In FY 1991, SCCRTC installed the first SAFE call boxes along major state highways in Santa Cruz County in partnership with Caltrans and the CHP. During FY 1991/92, the first full year of this program, SCCRTC implemented the SAFE Motorist Aid Callbox System in Santa Cruz County. The Santa Cruz County system has been annually continued and upgraded to digital service and to ensure accessibility. In 1999, SCCRTC SAFE as a partner with the CHP and Caltrans initiated the Safe on 17 program to reduce collisions on Highway 17 with enforcement, engineered improvements and education. The program has successfully helped to reduce collisions by almost 50% over its life time.

Task	Description	Deliverables	Completion Date
1	Continue to work with contractors to provide reliable and efficient call box facilities and services	Roadside call box service	06/30/13
2	Complete mobility and site improvements as needed	ADA accessible call box sites	06/30/13
3	Track DMV collection of SAFE funds to ensure accurate revenue collection	Revenue history	06/30/13

4	Continue to work with the CalSAFE Committee to coordinate on statewide issues related to Call Box and motorist aid systems	Coordinated and consistent services	06/30/13
5	Work with other SAFE agencies in the region to solicit new contracts for call box implementation and maintenance services	Maintenance contract	06/30/13
6	Continue to administer enhanced CHP enforcement as part of the SAFE on 17 Program.	Enforcement data and reports	06/30/13
7	Continue the funding partnership with Metropolitan Transportation Commission to ensure continuation of the enhanced CHP enforcement on Hwy 17	Funding agreement and invoices	06/30/13
8	Continue to monitor and track collision and safety issues on Highways 1 and 17	Collision information	06/30/13
9	Produce annual report for the Safe on 17 program and invoice MTC for funds	Annual report	03/31/13

WORK ELEMENT NUMBER 179**Transportation Demand Management****Agency:** SCCRTC**Project Manager:** Tegan Speiser, Commute Solution Manager**Total Budget:** \$337,838**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES**

Agency	Amount (\$)	Change
Personnel	180,000	0
Services & Supplies	157,838	0
Reserves	0	0
TOTAL	337,838	0

REVENUE

Source	Amount (\$)	Change
CMAQ	189,658	0
RSTP Exchange	103,180	0
MBUAPCD AB2766	45,000	0
TOTAL	337,838	0

Project Description

Through Commute Solutions, SCCRTC provides information and direct services to Santa Cruz County area residents, visitors and employers to encourage the use of sustainable transportation modes; increase vehicle occupancy through carpooling, vanpooling and riding the bus; eliminate vehicle trips through telecommuting and compressed work weeks; and implements other Transportation Demand Management (TDM) strategies. The TDM program establishes the strategies that result in more efficient use of available transportation resources. The program promotes sustainable transportation choices and implements programs that result in emission reduction, regional traffic congestion and delay mitigation, and reduction in vehicle trips and vehicle miles travelled.

Project Product(s)

Commute Solutions Program

Federally Eligible Task

Promote sustainable transportation modes and choices region-wide through the coordination of incentives, promotional events, campaigns and information dissemination

Previous Accomplishments

Ride matching assistance; program/event promotion; regional coordination of TDM efforts; radio and TV interviews; newspaper articles and press releases; emergency ride home reimbursement; employer and college outreach; website development. Additional accomplishments include successfully completing 2011 Rideshare Week and 2011 Clean Air Month campaigns, funded in part by the Air District to educate and encourage sustainable transportation as a way to maintain good air quality.

Task	Description	Deliverables	Completion Date
1	Update and maintain content and design of websites	Updated Commute solutions Website	6/30/2013

2	Operate 429-POOL hotlines and coordinate regional participation and access to the 511.org online ride matching system. Maintain online database of people interested in a ride match.	Match lists, robust database	6/30/2013
3	Direct, monitor, and document media communications related to program's objectives and goals	Media releases, interviews, articles, etc.	6/30/2013
4	Promote, reimburse and monitor Emergency Ride Home Program	Participation requests and reimbursements	6/30/2013
5	Assist employers in promoting multi-modal travel options and services through transportation fairs and on-site presentations	Scatter maps, presentation materials, list of employers	6/30/2013
6	Develop and apply a consistent set of evaluation measures for TDM projects and programs	Improved evaluation tools	6/30/2013
7	Participate in transportation-related air quality and climate change activities including those related to implementing State and Federal Clean Air Acts and other legislation such as AB 32 and SB 375	Promotional materials and handouts	6/30/2013
8	Promote and facilitate access to existing park and Ride Lots and plan for future P&R facility needs	Improved PNR facilities, signs, and agreements; usage counts	6/30/2013
9	Increase vehicle occupancy by implementing the countywide carpool incentive program funded by a MBUAPCD grant	Participant lists, gas cards	6/30/2013
10	Develop and maintain information on TDM initiatives in the community	Data on TDM programs	6/30/2013
11	Research most effective methods and strategies to meet program objectives	Information on other programs	6/30/2013
12	Coordinate with regional rideshare and transit service providers, promote transit services	Promotional materials and handouts	6/30/2013
13	Participate in periodic meetings of the Transportation and Air Quality Joint Marketing Committee	Agendas, notes and action items	6/30/2013
14	Participate in tri-county coordination of outreach campaigns - i.e. Rideshare Week	Agendas, notes and action items	6/30/2013
15	Prepare and conduct community outreach, education, and promotional materials and provide personalized ridematching services	Promotional materials and handouts	6/30/2013

WORK ELEMENT NUMBER 251**Regional Travel Demand Model****Agency:** SCCRTC**Project Manager:** Rachel Moriconi, Senior Transportation Planner**Total Budget:**

\$75,000

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES**

Agency	Amount (\$)	Change
Personnel	65,000	5,000
Contractual	10,000	0
TOTAL	75,000	5,000

REVENUE

Source	Amount (\$)	Change
FHWA PL	55,000	5,000
State RPA	10,000	0
Local	4,000	0
STIP PPM	6,000	0
TOTAL	75,000	5,000
% Federal	73%	

Note: The contractual work listed in this work element is for collecting and reporting traffic volume, vehicle occupancy, and bicycle travel information

Project Description

The SCCRTC's regional travel demand model work element involves collecting and reporting data on the county's transportation network for use by AMBAG in updating the regional travel demand model. It also involves coordinating with and assisting AMBAG on various data collection efforts and the improvement of the regional travel demand model.

Project Product(s)

Traffic, vehicle occupancy and bicycle counts with GIS information as available

Traffic count data on web page

Improved regional travel demand model

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Collect data on the transportation network including traffic, vehicle occupancy and bicycle counts as well as origin and destination and household travel data; and work with AMBAG to update and improve the regional travel demand model

73%**Previous Accomplishments**

SCCRTC collects traffic count data annually through consultant services and in 2011 collected traffic count information to provide to AMBAG for improvement of the regional travel demand model. In FY 2011-12 SCCRTC also worked with AMBAG on the production of an origin and destination study and purchasing of additional surveys from the California Household Travel Survey to ensure a more statistical significant level of data. In FY 2011-12 the SCCRTC partnered with the Community Traffic Safety Coalition to collect bicycle travel data and worked with AMBAG on regional travel demand model improvements to better incorporate the bicycle and transit modes.

Task	Description	Deliverables	Completion Date
1	Coordinate the collection of traffic volume and vehicle occupancy data at various locations throughout the county, using consultant services as budgeted and convert to GIS format	Traffic county data	06/30/13
2	Post count and historic traffic count data on RTC's website for easy access and reference by government agencies and members of the public	Webpage with count data	06/30/13

3	Coordinate traffic data collection and reporting with Caltrans, UCSC, AMBAG, the cities and the County	Traffic count data usable by entire region	06/30/13
4	Provide traffic count data to local, state and federal agencies, land use development proponents and members of the public as needed	Phone calls, email and other communication with traffic information	06/30/13
5	Continue working with AMBAG and Santa Cruz Metro on the inclusion of transit information in the travel demand model	Transit data for model	06/30/13
6	Continue working with local jurisdiction, AMBAG and the Transportation Agency for Monterey County (TAMC) on coordinated and/or joint traffic counting services and/or reporting	Coordinated transportation data	06/30/13
7	work with AMBAG to improve the regional travel demand model to better incorporate various travel modes and be more usable for the development of regional planning and programming documents	Improved travel demand model	06/30/13
8	Continue working to conduct bicycle counts	Bicycle use data	06/30/13
9	Assist AMBAG in the development and finalization of model outputs and scenario analysis	Improved travel demand model	06/30/13
10	Assist AMBAG to gather Santa Cruz County information required for model development and sketch planning tool	Data for travel demand model	06/30/13
11	Work with AMBAG on the coordination of the disaggregation and verification process of the model	Improved travel demand model	06/30/13
12	Work with AMBAG, Caltrans and other regional agencies on ensuring that origin and destination studies and household travel surveys provide sufficient and adequate data that leads to an improved travel demand model	Origin and destination data and household travel data for region	06/30/13

WORK ELEMENT NUMBER 601**Complete Streets for Sustainable Community Strategy****Agency:** SCCRTC**Project Manager:** Grace Blakeslee, Senior Transportation Planner**Total Budget:****\$47,584****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	47,584	47,584	SGC Grant	37,584	37,584
			Local	10,000	10,000
TOTAL	47,584	47,584	TOTAL	47,584	47,584
			% Federal	0%	

Project Description

The focus of this work element is to work with AMBAG and other regional and local partners in the production of a complete streets assessment to accommodate multi-modal connectivity and a complete streets transition strategy and guidelines. These will be components of the sustainable communities strategy for the region to ensure a more sustainable transportation system.

Project Product(s)

Complete streets assessment
Complete streets transition strategy and guidelines

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Plan for a more sustainable transportation system **0%**

Step	Description	Deliverables	Completion Date
1	Communicate with local jurisdictions, Santa Cruz METRO, AMBAG and other regional partners regarding how to achieve complete streets and a sustainable community strategy	Phone calls, emails, meetings	12/31/12
2	Identify transportation infrastructure needed to support multi-modal connectivity	List of facilities to achieve complete streets	12/31/12
3	Identify transportation needs of elderly and disabled populations in sustainable community strategy priority areas	Meetings with and reports to E&D TAC	12/31/12
4	Coordinate with local jurisdictions, AMBAG, Santa Cruz METRO and other regional partners on development of guidelines and a phasing plan for achieving complete streets	Strategy to achieve complete streets	12/31/12
5	Work with Santa Cruz METRO to identify high quality transit corridors and major transit stops	List of high quality transit corridors	12/31/12

Involve the public in the development of the complete streets strategy through public meetings, workshops, internet and Facebook, including outreach to traditionally underrepresented communities

Meetings, workshops, outreach materials in English and Spanish

12/31/12

WORK ELEMENT NUMBER 614**Bicycle and Pedestrian Planning****Agency:** SCCRTC**Project Manager:** Cory Coletti, Bicycle Coordinator
Karna Pushnik, Senior Transportation Planner**Total Budget:** \$440,000**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	138,500	0	FHWA PL	0	0
Contractual	290,000	0	State RPA	20,000	0
Other	15,000	0	Coastal Conservancy	250,000	0
			Fed Disc. (DEM 115L)(02:	145,000	0
			STIP PPM	25,000	0
TOTAL	443,500	0	TOTAL	440,000	0

Note: Contractual work is for the production of the master plan for the Monterey Bay Sanctuary Scenic Trail Network which is funded with Coastal Conservancy and federal earmark funds

Project Description

The objective of this program is to ensure the development of a regional pedestrian and bicycle infrastructure as an integral part of the overall transportation system for the Santa Cruz County and the AMBAG region. This helps to ensure a better integrated and connected transportation system across modes and helps to ensure a safer transportation system for non-motorists. This work element includes working with cities and the county to develop, update and implement bicycle and pedestrian plans and integrate bicycle and pedestrian planning in all transportation planning efforts, including project plans, corridor plans and studies, specific area plans, general plans, the regional transportation plan and the metropolitan transportation plan. Work with the Transportation Agency for Monterey County and AMBAG to ensure that the local bicycle and pedestrian planning efforts are the components that lead to a more robust and integrated bicycle and pedestrian infrastructure for the entire AMBAG region.

Project Product(s)

Bicycle Committee meetings and materials, updated bicycle plans, coordinated and safer multimodal transportation system

Federally Eligible Tasks**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Planning for a better developed and safer bicycle and pedestrian transportation network that is integrated with other modes and coordinated across the AMBAG region

0%**Previous Accomplishments**

In FY 2011-12, the SCCRTC and its Bicycle Committee worked with the City of Scotts Valley to update its bicycle plan and be eligible to apply for Bicycle Transportation Account funds to implement components of the bicycle plan. The SCCRTC and Bicycle Committee also reviewed complete streets components and contributed to goals and policies for the 2014 Regional Transportation Plan, which is one of the building blocks of the Metropolitan Transportation Plan for the AMBAG region.

Step	Description	Deliverables	Completion Date
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1	Coordinate and provide staff support for SCCRTC's Bicycle Committee and the Elderly and Disabled Transportation Advisory Committee's Pedestrian Safety Work Group including the production of agendas, staff reports and minutes for six meetings per year.	Agendas, agenda packets, meetings and minutes	08/20/2012
			10/19/2012
			12/21/2012
			02/22/2013
			04/19/2013
			06/21/2013
2	Work with the City of Watsonville to update and certify its bicycle plan ensuring that it meets federal and state requirements and will coordinate bicycle facilities with other modes and facilities across the region.	Updated Watsonville bicycle plan	03/31/13
3	Engage the public in the bicycle and transportation planning efforts including the Watsonville community through coordination with Jovenes Sanos and other community groups	Meetings, presentations, and information materials in English and Spanish	06/31/13
4	Work with the City of Santa Cruz on their general plan update to ensure that bicycle and pedestrian travel is adequately integrated and coordinated with other modes and across the region and with overall development to ensure a better integrated and safer multimodal transportation system and employs a complete streets approach as required by AB 1358.	Updated City of Santa Cruz General Plan with bicycle and pedestrian facilities	06/30/13
5	Work with the City of Santa Cruz to initiate an update of its bicycle plan to ensure that it meets federal and state requirements and will coordinate bicycle facilities with other modes and facilities across the region	Updated City of Santa Cruz bicycle plan	06/30/13
6	Work with AMBAG in its efforts to improve the regional travel demand model to include a bicycle component	Phone calls, emails, meetings, analysis of bicycle use data	12/31/12
7	Coordinate with local, regional, state and federal agencies on bicycle and pedestrian planning and funding efforts	Phone calls, emails, meetings, and information materials	06/30/13
8	Work with the County of Santa Cruz, Caltrans, local community groups, businesses and the public on planning for a public use trail in the San Lorenzo Valley that is coordinated with the regional bicycle and pedestrian infrastructure and other transportation modes	Phone calls, emails and meetings	06/30/13
9	In coordination with local jurisdictions, TAMC and AMBAG prepare a master plan for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network that analyzes the feasibility of the network, potential alignments, coordination with the rest of the bicycle and pedestrian infrastructure and connectivity across the counties.	Draft Master plan for trail network	06/30/13

WORK ELEMENT NUMBER 615**Bicycle and Pedestrian Projects and Programs****Agency:** SCCRTC**Project Manager:** Cory Coletti, Bicycle Coordinator
Karna Pushnik, Senior Transportation Planner**Total Budget:** \$343,684**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	34,000	1,000	RSTP Exchange	56,084	0
Contractual	156,084	0	MBUAPCD AB2766	3,000	0
Other	153,600	0	New Freedom Grant	125,000	0
			Local	159,600	0
TOTAL	343,684	1,000	TOTAL	343,684	0
			% Federal	0%	

Project Description

The objective of this program is to encourage growth in bicycle and pedestrian travel in the region by reviewing and updating the bicycle and pedestrian elements of the Regional Transportation Plan, and

Project Product(s)

Improved awareness and expanded bicycle and pedestrian transportation alternatives.

Federally Eligible Tasks**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Coordinate and advance bicycle and pedestrian projects and programs in Santa Cruz County

0%

Previous Accomplishments

In FY 2010-11, the SCCRTC also secured a New Freedom Grant to implement pedestrian improvements to transit identified through the work with Pedestrian Safety Work Group. SCCRTC also produced a draft bicycle signage plan with the assistance of an intern. In 2010, working with the Elderly and Disabled Transportation Advisory Committee's Pedestrian Safety work Group, the SCCRTC produced a report titled "Improving the Safety and Accessibility of Sidewalks in Santa Cruz County" funded in part by an Environmental Justice Planning Grant.

Task	Description	Deliverables	Completion Date
1	Coordinate and provide staff support for SCCRTC's Bicycle Committee and the Elderly and Disabled Transportation Advisory Committee's Pedestrian Safety Work Group	Agendas, packets and minutes	06/30/13
2	Continue financial support of the Bike to Work/School program, and the Community Traffic Safety Coalition (CTSC)	Bikeweek 2013	06/30/13
3	Continue funding and promoting bilingual bicycle and pedestrian safety education program (Ride N' Stride) at schools	Approved allocations	06/30/13
4	Investigate methods to reduce vehicle travel by expanding and enhancing bicycle and pedestrian travel	Expanded bike and ped facilities	06/30/13
5	Continue to compile and update digitized bikeway information to be provided to the public as a roadway layer through the County's GIS webpage	Digitized map information	06/30/13

6	Supply SCCRTC's Community Assessment Project and its Traffic Monitoring Report with new bikeway mileage data on an annual basis	Bikeway data	06/30/13
7	Continue outreach and administration of Bicycle Hazard and Pedestrian Access Reports to identify network deficiencies	Completed reports	06/30/13
8	Continue working with the Pedestrian Safety Task Force to implement the findings of the report "Improving Safety and Accessibility of Sidewalks in Santa Cruz County"	Improvements to sidewalks	06/30/13
9	Work with the Pedestrian Safety Work Group and local jurisdictions to make pedestrian facility improvements with funds secured through a New Freedom Grant	Pedestrian facility improvements	06/30/13
10	Implement a Bicycle Route Signage system through coordination with local jurisdictions, bicycle advocates and community members. Identify routes and seek funding.	Bike route signage plan	06/30/13
11	Implement, promote and seek funding for the Bikes Secure bicycle parking subsidy program	Bike rack applications and rack installations	06/30/13
12	Continue updating and distributing the Santa Cruz County Bikeways Map	Updated bikeways map	06/30/13

WORK ELEMENT NUMBER 621**Elderly & Disabled & Americans with Disabilities Act****Agency:** SCCRTC**Project Manager:** Karena Pushnik, Senior Transportation Planner**Total Budget:**

\$48,459

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	48,459	9,237	FHWA PL	0	0
			State RPA	44,584	5,362
			Local	3,875	3,875
TOTAL	48,459	9,237	TOTAL	48,459	9,237
			% Federal	0%	

Project Description

To plan and coordinate the delivery of transportation services to the elderly and persons with disabilities, and to achieve economies of scale among human service and transportation agencies. Additionally, this work element identifies the transportation needs of traditionally underserved groups (elderly, persons with disabilities, persons of color, and low-income) and assesses the adequacy of service available to meet those needs.

Project Product(s)

Agenda packets and minutes of the Elderly and Disabled Transportation Advisory Committee

Unmet Transit Needs Recommendations

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Administer and conduct Elderly and Disabled Transportation Advisory Committee

0%

Previous Accomplishments

SCCRTC worked with AMBAG and other regional and local partner agencies to produce the SAFETEA-LU required Coordinated Public Transit Human Services Transportation Plan. The SCCRTC Elderly and Disabled Transportation Advisory Committee established the Pedestrian Safety Work Group to work on accessible pedestrian planning. SCCRTC holds E/C Advisory Committee meetings regularly to coordinate with public transit operators and social service providers. The SSTAC provides input on federal transit grant funding, particularly Section 5310, 5311, JARC, and New Freedom.

Step	Description	Deliverables	Completion Date
1	Provide staff support to the E/D Advisory Committee	Agenda, agenda packet and minutes	06/30/13
2	Implement the accessible pedestrian planning program through the Pedestrian Safety Work Group (subcommittee)	Annual report summarizing activities	06/30/13

3	Continue to coordinate with local public, private, and non-profit entities involved in providing specialized transportation, including Community Bridges, the Volunteer Center, SCMTD and its Metro Advisory Committee (MAC)	Phone calls, meetings, reports and presentations	06/30/13
4	Conduct Annual Transportation Unmet Needs assessment and hearing with outreach to the elderly, disabled and low income communities in the region	Public meetings, outreach materials, reports and presentations	06/30/13
5	Coordinate with the Community Traffic Safety Coalition for promotion of Pedestrian Access Reports	Public outreach, analysis of reports for incorporation into planning and programming efforts	06/30/13
6	Update the Guide for Specialized Transportation and provide other public information materials on	Updated public information materials	06/30/13
7	Work to ensure that transportation planning and programming at all levels in the region consider and incorporate the needs of the elderly, disabled and low income communities	Improved planning and programming documents	06/30/13

WORK ELEMENT NUMBER 622**Transportation Planning for the Region****Agency:** SCCRTC**Project Manager:** Grace Blakeslee, Senior Transportation Planner**Total Budget:****\$245,450****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	233,450	10,000	FHWA PL	132,219	10,000
Contractual	0	0	RPA	78,198	0
Other	12,000	0	STIP PPM	23,033	0
			Local	12,000	0
TOTAL	245,450	10,000	TOTAL	245,450	10,000
			% Federal	54%	

Note: Any contractual work under this work element would be for the production of the required environmental review for the metropolitan and regional transportation plans

Project Description

The focus of this work element is implementation of the existing transportation plans for the region, preparation of the 2014 Metropolitan Transportation Plan (MTP) for the three-county AMBAG region and ensuring the the relevant components of the 2014 MTP are incorporated into the 2014 RTP and other planning documents withing the region. Additionally rules regarding regional transportation planning established by the federal transportation act (SAFETEA-LU), will continue to be implemented. This work element also includes working with local jurisdictions to ensure that regional transportation policies and projects are included in local jurisdiction planning activities. Staff will also continue work on incorporating sustainability into all transportation planning documents and activities for the region.

Project Product(s)

MTP Updates and amendments

Environmental review of MTP updates

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Update the Metropolitan Transportation Plan (MTP) to produce a 2014 MTP

54%

Previous Accomplishments

In FY 10/11 the SCCRTC completed its share of the work for the 2010 MTP update and corresponding environmental document working with AMBAG, neighboring RTPA's, local jurisdiction and other entities. SCCRTC also initiated work for the 2014 MTP update. In FY 2011-12 SCCRTC has worked to incorporate sustainability analysis in its work on the MTP update. The SCCRTC held a public sustainability workshop, prepared and released a sustainability survey, received input through the workshop and survey, and incorporated the input into the preparation of the goals and policies section for the Santa Cruz County portion of the MTP.

Task	Description	Deliverable	Completion Date
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1	Work with other entities in the region on long-range transportation planning activities within the region, including timelines, public participation efforts, updated project costs and revenue estimates, environmental documentation, and other efforts that may produce economies of scale in the production of the 2014 MTP	Components of 2014 MTP and RTP	06/30/13
2	Work with AMBAG, local jurisdictions, the public and other entities in the region to complete the goals and policies for the Santa Cruz County sections of the 2014 MTP employing sustainability analysis and public outreach strategies that include bilingual outreach and public meetings	Public outreach and other materials and draft goals and policies for the 2014 MTP and RTP	08/31/12
3	Work with AMBAG, local jurisdictions, the public and other entities in the region to produce the investment program for the Santa Cruz County sections of the 2014 MTP employing sustainability analysis and public outreach strategies that include bilingual outreach and public meetings	Public outreach and other materials and draft investment program for MTP and RTP	06/30/13
4	Work with AMBAG, local jurisdictions, the public and other entities in the region to produce the financial element for the Santa Cruz County sections of the 2014 MTP employing public outreach strategies that include bilingual outreach and public meetings	Public outreach and other materials and draft financial element for MTP and RTP	11/01/12
5	Implement a comprehensive public participation and outreach program for production of the various components of the 2014 MTP that includes public workshops, public meetings, printed materials, web site information, public surveying, segments of the Transportation Cafe television program, bilingual outreach, Facebook posts, media releases, radio, etc.	Outreach materials, surveys, questionnaires, community TV program, and internet content, including Spanish materials	06/30/13
6	Continue to work with AMBAG, Caltrans and local agencies to implement the <i>Metropolitan Transportation Plan's</i> projects and policies through the various planning and capital improvement programming actions	Programming documents that reflect MTP and RTP policies	06/30/13
7	Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs consistent with the Metropolitan Transportation Plan	Phone calls, emails, meetings, outreach materials	06/30/13
8	Work with local jurisdictions, Caltrans, AMBAG, the Metropolitan Transportation Commission, and the Transportation Agency for Monterey County (TAMC) on long-range transportation planning activities in our region consistent with the Metropolitan Transportation Plan	Integrated transportation planning across region	06/30/13
9	Work to develop potential new transportation revenues to help meet continuously increasing funding shortfalls listed in the MTP and that will help to implement the MTP	Analysis of revenue options	06/30/13
10	Work with Caltrans and AMBAG on implementing regional planning requirements enacted through the federal transportation act	Planning documents consistent with federal requirements	06/30/13
11	Apply the Sustainable Transportation Analysis and Rating System (STARS) process to the development of the 2014 MTP sections for Santa Cruz County to ensure a more sustainable 2014 MTP	STARS analysis of MTP and RTP	06/30/13
12	Ensure that relevant goals, policies, projects, funding and other elements of the MTP are incorporated into other planning documents within the region such as the RTP, general plans, etc. to ensure that all other planning documents that include transportation are consistent with the MTP.	Planning documents consistent with MTP and RTP	07/01/13
13	Ensure that projects proposed for federal, state or local funding are consistent with the MTP	Programming documents consistent with MTP and RTP	06/30/13

WORK ELEMENT NUMBER 641**Transportation Improvement Programs (TIP)****Agency:** SCCRTC**Project Manager:** Rachel Moriconi, Senior Transportation Planner**Total Budget:****\$271,967****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	231,967	0	FHWA PL	43,074	0
Contractual	40,000	0	State RPA	15,000	0
Other		0	STIP PP&M	173,893	0
Contingency	0	0	Local	40,000	0
TOTAL	271,967	0	TOTAL	271,967	0
			% Federal	16%	

Note: FHWA PL and RPA funds are not used for the administration of capital programs included in Steps 13 -17 below

Note: Contractual work under this work element is paid for by local funds and is for assistance with the analysis of programming criteria or potential development of funding sources

Project Description

Administer and monitor federal aid funding programs whose projects are included in the federal transportation improvement program, including the Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), American Recovery and Reinvestment Act (ARRA) and Transportation Enhancement Program (TE). This includes the production, maintenance and amendments of programming documents required to fully fund federally funded and regionally significant projects. The work also includes assisting project sponsors with compliance of all requirements of the various funding sources to receive the funds and deliver the federally funded and regionally significant projects. This work element also includes leveraging the federal funds to secure any required match and as much as possible funding from other funding sources to deliver as many as possible regionally significant transportation projects. Produce and implement the Regional Transportation Improvement Program (RTIP) to secure State Transportation Improvement Program (STIP) funds for federally funded and regionally significant projects to ensure delivery of as many regionally significant projects as possible that are included in the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP).

Project Product(s)

FY 2012/13 to FY 2015/16 Metropolitan Transportation Improvement Program (MTIP) and amendments

Funding applications and decisions for Regional Surface Transportation Program (RSTP)

Amendments to the 2012 Regional Transportation Program (RTIP) and 2012 State Transportation Improvement Program (STIP)

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL)**

Production and maintenance of the MTIP and other programming documents to secure funding and delivery of federally funded and regionally significant projects.

15.84%

Implementation, administration and monitoring of federal aid funding programs

Previous Accomplishments

In 2011, SCCRTC secured \$10.2 million in Proposition 116 funds and \$4.2 million in STIP funds to complete the purchase of the 32-mile Santa Cruz Branch Rail Line. SCCRTC also worked with local jurisdictions to secure over \$12 million in ARRA funds for local projects and ensure timely delivery of those projects. In FY 2011-12 SCCRTC produced a regional transportation improvement program to secure over \$9 million in funding through the State Transportation Improvement Program for federally funded and regionally significant projects. In FY 2011-12 SCCRTC also programmed Regional Surface Transportation Program (RSTP) for regionally significant projects for a rail line, the state highway system and the regional road network.

Task	Description	Deliverables	Completion Date
1	Review draft MTIP and work with AMBAG to make necessary revisions to prepare document for public review	Draft MTIP document	07/15/12
2	Work with AMBAG to conduct public comment period for the draft MTIP, publicize the public comments period, including to traditionally underrepresented communities, solicit and receive comments	Public outreach materials in English and Spanish	08/21/12
3	Work with AMBAG and project sponsors to respond to public comments to the draft MTIP and produce a final MTIP	Response to comments	09/15/12
4	Update final MTIP into the CTIPS database and work with AMBAG and Caltrans to ensure inclusion of the MTIP into the FTIP and FSTIP	Final MTIP document	12/31/12
5	Prepare application and programming process for the Regional Surface Transportation Program (RSTP)	Application and timeline	10/31/12
6	Solicit and receive projects for the Regional Surface Transportation Program (RSTP)	Funding applications	11/30/12
7	Review and rate projects for RSTP and produce draft programming recommendations and program RSTP funds	Recommendations and staff reports and materials	02/10/13
8	Work with AMBAG to Prepare amendments to the MTIP and any supporting programming documents such as the RTIP and STIP as needed	Materials for MTIP amendments	06/30/13
9	Initiate preparation of the 2014 Regional Transportation Improvement Program (RTIP) to ensure full funding and delivery of projects in the MTP and MTIP	Initial materials and timeline	06/30/13
10	Coordinate with AMBAG, Caltrans and other entities as needed on all Federal Transportation Improvement Program (FTIP) amendments and amendments of other programming documents such as the Regional Transportation Improvement and the State Transportation Improvement Program (STIP) that impact the FTIP	FTIP amendments	06/30/13
11	Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP)	Planning studies	06/30/13
12	Monitor the state transportation budget and work with Caltrans and the California Transportation Commission on obtaining funding for federally funded and regionally significant projects included in the FTIP, STIP and RTIP	State transportation budget information materials and reports	06/30/13

13	Program funds for projects through federal and state funding programs that provide funding for regionally significant projects included in the MTIP such as the State Transportation Improvement Program (STIP), the Regional Surface Transportation Program (RSTP), the STIP Transportation Enhancement Activities (STIP TE) Program and Proposition 1B programs	Transportation improvement program documents	06/30/13
14	Monitor the implementation of RSTP, CMAQ, STIP, and STIP TE-funded projects, with an emphasis on project delivery, timely use of funds and compliance with all Federal and state laws and California Transportation Commission guidelines to ensure delivery of federally funded and regionally significant projects	Communications with project sponsors	06/30/13
15	To better deliver qualifying and approved projects, exchange federal RSTP funds for State funds through the State's RSTP Exchange program	Reports, resolutions, and agreements	06/30/13
16	Assist local agencies in filing and monitoring funding allocation requests	Allocation requests	06/30/13
17	Work with AMBAG and Caltrans to monitor both major and minor state highway projects and to fulfill project monitoring and project delivery responsibilities	Communications with partner agencies	06/30/13
18	Work with AMBAG, our counterpart regional agencies, Caltrans and the California Transportation Commission (CTC) on the development of implementation policies and procedures for federal and state funding programs	Improved funding procedures	06/30/13
19	Prepare state and federally-mandated information and reports for AMBAG, Caltrans, FHWA, and the CTC	Reports	06/30/13
20	Implement a comprehensive public participation and outreach program for production of the various programming documents and funding decisions that includes public workshops, public meetings, printed materials, web site information, public surveying, segments of the Transportation Cafe television program, bilingual outreach, Facebook posts, media releases, radio, etc.	Outreach materials including materials in Spanish and to traditionally underrepresented communities	06/30/13

WORK ELEMENT NUMBER 673**Transit Planning Intern****Agency:** SCCRTC**Project Manager:** Yesenia Parra, Administrative Services Officer**Total Budget:**

\$15,151

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	15,151	0	Federal Funds	13,413	0
Reserves			Local	1,738	0
TOTAL	15,151	0	TOTAL	15,151	0
			% Federal	89%	

Project Description

The transit planning intern assists with transit planning including data collection, GIS, unmet transit needs, transit use by older adults and people with disabilities and pedestrian access to transit.

Project Product(s)

One half-time transit planning intern for a period of one year.

Federal Task

Recruit, hire and provide hands-on training for one transit planning intern.

Task	Description	Deliverables	Completion Date
1	Supervise and oversee transit planning intern and the intern's work	Task list, timesheets	06/30/13
2	Review and assist with development of transit components of planning, environmental and other documents	Reports and revised transit components of documents	06/30/13
3	Research transit usage by people with disabilities and older transit users	Research summary and reports	06/30/13
4	Identify transit use barriers and potential new transit riders	List of barriers for disabled users and report	06/30/13
5	Research and analyze pedestrian barriers to transit	List of barriers, activity centers and report	06/30/13

WORK ELEMENT NUMBER 674**On Board Transit Ridership Survey****Agency:** SCCRTC**Project Manager:** Grace Blakeslee, Transportation Planner**Total Budget:** \$22,801**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	14,801	0	FTA 5304	20,026	0
Contractual	8,000	0	RPA	2,775	0
Reserves	0	0	Local		
TOTAL	22,801	0	TOTAL	22,801	0
			% Federal	88%	

Project Description

This work element is for the production of a transit rider origin and destination study in Santa Cruz County as outlined in the successful Transit Planning Grant application. SCCRTC, and Santa Cruz METRO will coordinate to design a survey that appropriately collects transit rider origin and destination information and that can be utilized to support the transit function of the Regional Travel Demand Model and to support Santa Cruz METRO's future service planning efforts.

Project Product(s)

Transit Ridership Report including Origin and Destination Data

Previous Accomplishments

In FY 2010-11 SCCRTC and METRO worked collaboratively to develop what was a successful Transit Planning Grant to conduct a transit ridership survey and accompanying data and documentation. In FY 2011-12 SCCRTC and METRO secured a contractor to conduct the on-board transit surveys and produce a report of the results.

Task	Description	Deliverable	Completion Date
1	Submit regular invoices to Caltrans for payment of work performed (SCCRTC)	Invoices	06/30/13
2	Review and finalize survey report (SCCRTC & METRO)	Final survey report	08/15/12
3	Provide survey information to boards and partner agencies (SCCRTC & METRO)	Reports and presentations	07/31/13
4	Coordinate with partner agencies (SCCRTC & METRO)	Phone calls, emails, meetings	06/30/13

WORK ELEMENT NUMBER 682**Rail/Trail Authority (SCCRTC)**

Agency: SCCRTC

Project Manager: Luis Mendez, SCCRTC

Total Budget:

\$6,354,156

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	110,000	0	STIP	5,350,000	0
Construction	5,350,000	0	RSTP Exchange	700,000	0
Services & Supplies	788,000	0	Union Pacific	134,156	0
Contingency	106,156	0	Local	170,000	0
	0		Reserves	0	0
			Proposition 116	0	0
			Federal Earmark	0	0
TOTAL	6,354,156	0	TOTAL	6,354,156	0

Project Description

This work element involves the Regional Transportation Commission functioning as a Rail/Trail Authority, the lead agency for acquisition, management and developments of the Santa Cruz Branch Rail Line right-of-way. The Regional Transportation Commission is also planning to institute recreational passenger rail service. The possibility of potential bicycle and pedestrian paths using the right-of way adjacent to the rail line is shown within the Bicycle/Pedestrian Planning Work Element.

Project Product(s)

SCCRTC meeting materials; Implementation plan for recreational rail service; Agreements with operators; leases

Other Task (nonfederal)

Ownership and management of Santa Cruz Branch Rail Line right-of-way and its operation

Previous Accomplishments

In FY 2010-11, the SCCRTC completed negotiations with Union Pacific and Sierra Northern Railway and secured the funding to purchase the Santa Cruz Branch Rail Line. In 2011-12, SCCRTC secured approval of the Surface Transportation Board.

Task	Description	Deliverables	Completion Date
1	Complete property transfer of Santa Cruz Branch Rail Line from Union Pacific to SCCRTC	Executed escrow documents, property title	07/31/12
2	Complete engineering work to improve structures and other rail line elements	Draft and final engineering designs	09/30/12
3	Secure funding and initiate improvements to structures and other rail line elements	Allocation request and bid documents	12/31/12

4	Establish contracts and systems to effectively, efficiently and reliably operate the freight service, maintain the rail line and manage the ownership of the property	Construction contract	06/30/13
5	Coordinate operation of the Santa Cruz Branch Rail Line, including current and future uses, with operators, shippers, partner agencies and local jurisdictions	Operation agreements	06/30/13
6	Investigate lease possibilities, update old leases and secure new leases	Updated leases	06/30/13
7	Work with rail service operator on the development and initiation of recreational rail service between Santa Cruz and Davenport	Rail service plan and implementation	06/30/13
8	Continue to work with the Transportation Agency for Monterey County, the Coast Rail Coordinating Council, Caltrain, AMTRAK and Caltrans Division of Rail to support the establishment of a rail station at the Pajaro station for any new or expanded rail passenger service on the coast mainline	Meetings, phone calls, email, reports, presentations	06/30/13

WORK ELEMENT NUMBER 683**Highway and Roadway Planning (SCCRTC)****Agency:** SCCRTC**Project Manager:** Rachel Moriconi, Senior Transportation Planner**Total Budget:** \$69,000**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	69,000	0	State RPA	51,512	0
Other		0	Local	17,488	
TOTAL	69,000	0	TOTAL	69,000	0
			% Federal	0%	

Project Description

This work element is for the planning work necessary to maintain and improve the roadway and highway system. The work includes participation and coordination with Caltrans on the State Highway Operations and Protection program and any other planning documents and efforts to improve the operation and safety of the state highway system. The work also includes participation with local jurisdictions and other partner agencies in their planning efforts for an improve the operation and safety of the highway and roadway system and intersections of the system.

Project Product(s)

Improved operation, safety and mobility on the region's highway and roadway system

Federally Eligible Task**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Work with Caltrans and local jurisdictions and other entities on planning for improved roadways and highways

0%

Task	Description	Deliverables	Completion Dates
1	Work with Caltrans and local agencies on the development of the 2014 State Highway Operation and Protection Program (SHOPP) to ensure that well in advance of its drafting the regional and interregional safety and mobility needs of the Santa Cruz County highway system are considered for inclusion in the draft document. This includes discussion with Caltrans at quarterly meetings and with the Interagency Technical Advisory Committee.	Communications with partner agencies and information materials	06/30/13
2	Work with local jurisdictions to prepare a regional and local roads assessment to establish roadway funding needs and priorities for inclusion in programming documents.	Local and regional roads assessment	06/30/13
3	Work with the County of Santa Cruz on the Soquel Drive Corridor plan and ensure inclusion of sustainability principles, complete streets strategies as required by AB 1358 and land use and transportation coordination and identify needs and priorities for inclusion in programming documents.	Meetings, communications, Soquel Drive Corridor Plan	06/30/13

4	Prepare public information materials for identified highway and roadway needs and priorities to communicate to decision makers and the public the need for funding these priorities.	Public information materials, reports and presentations	06/30/13
5	Work with Caltrans, the CHP and other transportation partners through the Traffic Operation Systems (TOS) Oversight Committee and Safe on 17 Task Force to identify safety, mobility and operations needs, priorities and improvements for inclusion in planning and programming documents.	Communications with partner agencies and meetings	06/30/13
6	Work with Caltrans, the CHP, County Public Works and the community to produce a Highway 17 corridor study	Public outreach materials and Highway 17 corridor study	06/30/13

WORK ELEMENT NUMBER 684**Highway 1 Projects (SCCRTC)****Agency:** SCCRTC**Project Manager:** Kim Shultz Senior Transportation Planner**Total Budget:**

\$14,279,674

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	374,586	0	RSTP Exchange	1,365,088	0
Other	12,958,500	0	STIP	1,513,978	0
Contingencies	946,588	0	CMIA	11,400,608	0
TOTAL	14,279,674	0	TOTAL	14,279,674	0
			% Federal	0%	

Project Description

SCCRTC is responsible for tasks including the implementation of the Project Approval/ Environmental Documents (PA/ED) phase for the Highway 1 HOV Lanes project which will produce a tiered environmental document with project level environmental review for auxiliary lanes between 41st Avenue and Soquel Drive and a bicycle and pedestrian overcrossing at Chanticleer. SCCRTC is also responsible for the construction of the Highway 1 Soquel-Morrissey Auxiliary Lanes project.

Project Product(s)

Tiered environmental documents for the Highway 1 HOV Lanes project and with project level analysis for the Highway 1 41st-Soquel Auxiliary Lanes project

Construction of the Highway 1 Soquel to Morrissey Auxiliary Lanes project

Other Task

Project Approval/ Environmental Documents (PA/ED) for the Highway 1 HOV Lanes project and the Highway 1 41st-Soquel Auxiliary Lanes project

Task	Description	Deliverables	Completion Date
1	Guide the consultant work, in cooperation with the Project Development Team, Caltrans, local, and regional agencies on the completion of the tiered environmental documents for the Highway 1 HOV Lanes project and 41st to Soquel auxiliary lanes	Meetings, agendas, minutes	06/30/13
2	Guide the consultant work with the Project Development Team, Caltrans, local, and regional agencies, on the construction of the Highway 1 Soquel-Morrissey Auxiliary Lanes project	Metings, agendas, minutes	06/30/13
3	Participate in the Project Development Team (PDT) oversight	Communication with team members	06/30/13

4	Coordinate with Caltrans and the consultant team to meet all funding and project reporting requirements including those of the Corridor Mobility Improvement Account (CMIA).	Reports, invoices	06/30/13
5	Implement public outreach plans for the environmental documents project and construction project including outreach to traditionally underrepresented communities	Public meetings, outreach materials in English and Spanish	06/30/13
6	Coordinate public outreach efforts with other RTC projects and other local and regional agencies, and respond to concerns from residents and businesses	Coordinated outreach, responses to public	06/30/13
7	Complete necessary agreements to manage and construct the the Highway 1 Soquel-Morrissey Auxiliary Lanes project and ensure adequate as-built plans after construction is complete	Construction agreements and amendments	06/30/13