



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

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**AGENDA**  
**Thursday, January 14, 2016**  
**1:30 p.m.**  
**RTC Conference Room**  
**1523 Pacific Avenue, Santa Cruz, CA**

**NOTE: MEETING  
DATE IS ONE WEEK  
EARLIER THIS  
MONTH**

1. Call to Order
2. Introductions
3. Oral communications

*The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

4. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

5. Approve Minutes of the November 19, 2015 ITAC meeting – *Page 3*
6. 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy: Notice of Preparation for an Environmental Impact Report – *Page 6*

**REGULAR AGENDA**

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. Complete Streets Checklist Updates – *Page 8*
  - a. Staff Report
  - b. Complete Streets Checklist
  - c. Online: Monterey Bay Area Complete Streets Guidebook  
(<http://sccrtc.org/wp-content/uploads/2013/08/final-2013-complete-streets-guidebook.pdf>)
9. Legislative Updates – *Page 19*
  - a. Staff Report

- b. Draft 2016 Legislative Platform
  - c. Governor's 2016-17 State Budget Summary - Memo from Gus Khorl
  - d. AB 1591 Fact Sheet
10. State Transportation Improvement Program (STIP) Update – *Page 29*
    - a. Staff Report
    - b. STIP Projects – December 3, 2015 Proposal to CTC
  11. Regional Surface Transportation Program (RSTP) Draft Application – *Page 32*
    - a. Staff Report
    - b. Draft Application (2013 Application)
    - c. Eligible Projects
  12. Funding Program Updates - Verbal
    - i. Active Transportation Program (ATP) – Caltrans/California Transportation Commission (CTC) Cycle 3
    - ii. Affordable Housing and Sustainable Communities Program (AHSC) –Strategic Growth Council (SGC)
    - iii. FY15/16 Low Carbon Transit Operations Program (LCTOP)
    - iv. Others
  13. Adjourn. The next ITAC meeting is scheduled for 1:30pm on February 18, 2016 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

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**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
 1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215  
 email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

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

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**DRAFT MINUTES**

Thursday, November 19, 2015, 1:30 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Piet Canin, Ecology Action  
Erich Friedrich, AMBAG  
Barrow Emerson, Santa Cruz Metropolitan Transit District (METRO)  
Claire Fliesler, Santa Cruz Planning  
Murray Fontes, Watsonville Public Works and Planning Proxy  
Scott Hamby, Scotts Valley Public Works and Planning Proxy  
Paia Levine, County Planning  
Chris Schneider, Santa Cruz Public Works  
Steve Wiesner, County Public Works

**STAFF PRESENT**

Cory Caletti  
Ginger Dykaar  
Rachel Moriconi  
Kim Shultz

**OTHERS PRESENT**

Russell Chen, Santa Cruz County Public Works  
Ron Power, Santa Cruz Planning  
Kelly McClendon, Caltrans (by phone)

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- 1. Call to Order:** Chair Wiesner called the meeting to order at 1:30pm.
  - 2. Introductions:** Self introductions were made.
  - 3. Oral Communications:** None.
  - 4. Additions/Changes to consent and regular agenda:** None.

**CONSENT AGENDA**

- 5.** Approved minutes of the August 20, 2015 ITAC meeting. *Hamby moved and Freidrich seconded approval of the minutes. The motion passed unanimously.*

**REGULAR AGENDA**

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

County: Russell Chen reported on the Old County Road, Redwood Lodge, El Rancho, and Felton Covered Bridge projects. Steve Wiesner reported on the San Lorenzo Valley District

project and the Safe Routes to School Active Transportation Program (ATP) flashing beacon/speed sign project.

Watsonville: Murray Fontes reported on the citywide Safe Routes to Schools project, Monterey Bay Sanctuary Scenic Trail Network (MBSST) projects, and new road and roundabout plans for the area of Ohlone Parkway and River Street/Hwy 129.

Scotts Valley: Scott Hamby reported on the pedestrian crossing beacon project, Granite Creek Road near Scotts Valley Drive storm damage repair, and updated scope for the Scotts Valley Drive/Mt. Hermon Rd/Whispering Pines intersection project.

Ecology Action: Piet Canin reported about bike safety coordination with UCSC, increased outreach to 4<sup>th</sup> and 5<sup>th</sup> graders in Watsonville, and outreach on the Monterey Bay Sanctuary Scenic Trail Network (MBSST).

AMBAG: Erich Friedrich reported that AMBAG is starting the environmental review process for the 2040 Metropolitan Transportation Plan (MTP), working on an online database for Regional Transportation Plan/Metropolitan Transportation Plan projects, and the Sustainable Communities Strategy (SCS) implementation plan for rural transit.

Santa Cruz: Ron Power reported on the Corridor Planning meetings. Chris Schneider reported the city received the Gold Level Bicycle Friendly Community Award from the League of American Cyclists. PG&E and the Water Department have several projects underway. The City received ATP grants for safe routes to schools and Branciforte Bridge project. Several construction projects are planned for the spring.

METRO: Barrow Emerson reported that several changes to the bus system will be happening in the fall of 2016 due to the agency's structural deficit.

Caltrans: Kelly McClendon reported on the draft 2016 State Highway Operation and Protection Program (SHOPP), the Highway 17 Access Management Plan ([www.ca-hwy17amp.org](http://www.ca-hwy17amp.org)), and that the Advance Planning Division will be meeting with local jurisdictions to identify priorities and opportunities to incorporate complete streets into state highway projects.

RTC: Staff reported on the proposed Expenditure Plan for a November 2016 ballot measure.

## **7. Highway 1 Project – Tier 1 and Tier 2 Draft Environmental Impact Report/Environmental Assessment**

Kim Shultz provided an overview of the Highway 1 Corridor environmental document. Comments on the draft are due to Caltrans by January 18. The committee discussed bicycle and pedestrian crossings.

## **8. 2016 Regional Transportation Improvement Program (RTIP)**

Rachel Moriconi provided an update on State Transportation Improvement Program (STIP) funding shortfalls and the 2016 Regional Transportation Improvement Program (RTIP).

**The ITAC unanimously approved a motion (Schneider/Fontes) recommending that the Regional Transportation Commission (RTC) approve changes to previously programmed projects to reflect current project scope, cost, and schedule information, as requested by project sponsors and shown in Attachments 2 and 3 of the staff report.** *Erich Friedrich/AMBAG abstained.* Steve Wiesner expressed concerns about the impact the STIP shortfalls could have on local projects.

**9. 2040 Santa Cruz County Regional Transportation Plan (RTP)**

Ginger Dykaar presented the work plan, schedule, and draft Goals, Policies and Targets for the 2040 Regional Transportation Plan (RTP) update. She also requested that project sponsors review the 2014 RTP project list and identify projects that have been completed or otherwise should not be carried over into the 2040 RTP. She emphasized that this will be a minor update. ITAC members agreed to provide input within the next two weeks.

**10. Funding Program Updates**

The Committee received updates on several state and local funding programs:

- Caltrans Planning Grants – Application deadline extended to December 31.
- Regional Surface Transportation Program (RSTP) – anticipated RTC “Call for Projects” in early 2016
- Active Transportation Program (ATP) – Caltrans/California Transportation Commission (CTC) Cycle 3 Call for Projects anticipated in Spring 2016
- Affordable Housing and Sustainable Communities Program (AHSC) – Call for projects scheduled for January 2016
- FY15/16 Low Carbon Transit Operations Program applications due February 1, 2016

**11. January 2016 ITAC meeting:** The committee agreed to move the ITAC meeting up one week to January 14.

**12. Adjournment:** The meeting adjourned at 3:30 p.m.

*Minutes prepared by: Rachel Moriconi*

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**Notice of Preparation for an  
Environmental Impact Report  
2040 Metropolitan Transportation Plan/  
Sustainable Communities Strategy**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC) and the Transportation Agency for Monterey County (TAMC) for the preparation of an Environmental Impact Report for the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). In addition, SBtCOG, SCCRTC and TAMC will be the lead agencies for the development of the 2040 Regional Transportation Plan (RTP) for San Benito County, 2040 RTP for Santa Cruz County and 2040 RTP for Monterey County, respectively. The 2040 MTP/SCS is the metropolitan long-range transportation plan for the three counties and will compile transportation projects and programs included in the County RTPs. Pursuant to §15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting input on the scope and content of the EIR.

**Project Description:** As the metropolitan planning organization (MPO) for the tri-county region of Monterey, San Benito and Santa Cruz counties, AMBAG is charged with developing a MTP/SCS. The 2040 MTP/SCS is the metropolitan long-range transportation plan for the three counties. SBtCOG, SCCRTC, TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan. The EIR will serve as the Program EIR for the AMBAG 2040 MTP/SCS and for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The 2040 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system.

The SCS component of the MTP is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board (CARB) has established and will update 2020 and 2035 GHG reduction targets for each region covered by one of the state's MPOs. AMBAG is required to prepare an SCS that demonstrates how updated GHG reduction targets could be met through integrated land use, housing, and transportation planning. If the SCS is unable to meet the GHG reduction targets, then an Alternative Planning Scenario must be prepared.

**Project Location:** San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. Projects identified in the 2040MTP/SCS are located on state highways, rail lines, county and city roads, locally owned streets, airport property, and transit district property.

**Probable Environmental Effects to be Addressed in the EIR:** Aesthetics, agricultural resources, air quality and health impacts/risks, biological resources, climate change/greenhouse

gases, cultural and historic resources, energy, geology/soils, hazards and hazardous materials, hydrology/water quality, land use, mineral resources, noise, population and housing, recreation, traffic and circulation, utilities/regional water supply, cumulative impacts, and growth inducing impacts.

**Comment Period Dates:** The scoping comment period begins December 21, 2015 and closes January 29, 2016. Please submit comments before the close of the comment period to Heather Adamson at AMBAG, 445 Reservation Road, Suite G, Marina, CA 93933 or to [hadamson@ambag.org](mailto:hadamson@ambag.org).

**Scoping Meetings:** AMBAG will host three public scoping meetings to solicit input on the scope and content of the EIR. The date, time and location of the meetings are as follows:

- **In San Benito County on January 11, 2016** from 6:00 PM to 7:30 PM at the County of San Benito Board of Supervisors Chambers, 481 Fourth Street, Hollister, CA
- **In Santa Cruz County on January 27, 2016** from 6:30 PM to 8:00 PM at the Aptos Library, 7695 Soquel Drive, Aptos, CA
- **In Monterey County on January 28, 2016** from 6:00 PM to 7:30 PM at the Cesar Chavez Library, 615 Williams Road, Salinas, CA

For more information, visit [www.ambag.org](http://www.ambag.org) or call (831) 883-3750.

**TO:** Interagency Technical Advisory Committee

**FROM:** Grace Blakeslee, Transportation Planner

**RE:** Complete Streets Guidebook and Checklist Updates

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## **RECOMMENDATIONS**

Regional Transportation Commission (RTC) staff recommends that the Interagency Technical Advisory Committee discuss the Complete Streets Guidebook and suggest updates to the Complete Streets Guidebook Checklist ([Attachment 1](#)).

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## **BACKGROUND**

The Monterey Bay Area Complete Streets Guidebook is a resource for local agencies to use when implementing transportation projects. The Guidebook was adopted by the Regional Transportation Commission (RTC) in 2014 and was developed as a collaborative effort between the Santa Cruz County Regional Transportation Commission, Transportation Agency for Monterey County, and the San Benito Council of Governments, in coordination with the Association of Monterey Bay Area Governments.

## **DISCUSSION**

### **Complete Streets Guidebook**

The [Monterey Bay Area Complete Streets Guidebook](#) provides resources for developing streets in the Monterey Bay Area that consider the needs of all users, including non-drivers of all ages and abilities. Understanding the trade-offs between different design considerations is essential, especially where right-of-way constraints and limited funding are significant challenges. Since the RTC's adoption of the Complete Streets Guidebook, the RTC has utilized the Complete Streets Guidebook as a resource to: review transportation planning goals to ensure policies address complete street needs of all transportation system users, incorporate a planning process that supports inclusion of perspectives of all stakeholders affected by existing or future streets, consider complete street design elements in project design, support integration of land use and transportation elements to reduce vehicle miles traveled, and support training for addressing complete streets concepts locally. **RTC staff requests that the ITAC provide input on the Complete Streets Guidebook.**



**Complete Streets Project Review Checklist**

The Complete Streets Project Review Checklist ([Attachment 1](#)) is included in the [Monterey Bay Area Complete Streets Guidebook](#) and was developed to assist project sponsors when they design and implement transportation projects. The Complete Streets Project Review Checklist has been incorporated into RTC project applications and project monitoring efforts. **RTC staff is seeking input from project sponsors regarding implementation of the Complete Streets Project Review Checklist.** For example,

1. Have you utilized all or part of the Complete Streets Project Review Checklist when designing projects? Where was the checklist most helpful? What other resources is your agency using to design complete streets projects?
2. Who has used the checklist and at what point in the design process? Has the checklist facilitated communication within your department or with other departments?
3. Is there anything you wish was included or not included in the checklist?

**SUMMARY**

The Monterey bay Area Complete Streets Guidebook ([online](#)) provides resources for developing streets in the Monterey Bay Area that meet the needs of all users, including non-drivers of all ages and abilities. The Complete Streets Project Review Checklist ([Attachment 1](#)) was developed to assist project sponsors in designing and implementing complete streets projects. RTC staff is seeking input from project sponsors on the Complete Streets Guidebook and use of the Complete Streets Project Review Checklist.

**Attachments:**

1. Complete Streets Project Review Checklist
2. Online: [Monterey Bay Area Complete Streets Guidebook](#)  
(<http://sccrtc.org/wp-content/uploads/2013/08/final-2013-complete-streets-guidebook.pdf>)

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# APPENDIX H: Project Review Checklist

## Purpose

This checklist was developed to assist project sponsors in defining and developing projects and local plans using the Monterey Bay Area Complete Streets Guidebook. The checklist is a mechanism for incorporating the perspectives of all stakeholders into the planning and design process for projects. Use of the checklist will result in projects that are consistent with local, regional and state complete street policies, consider adjacent land uses and meet the needs of all users of the roadway.

## How to Use the Checklist

The checklist enables project sponsors to document how each existing and future roadway user was considered and accommodated throughout the project development process. Project sponsors are encouraged to reference the Monterey Bay Area Complete Streets Guidebook while going through the checklist for complete streets applications and roadway design ideas.

Planning, community development and public works departments should use the checklist to review projects within or affecting the public right-of-way. If projects do not incorporate complete streets design treatments, project sponsors should document why not and what accommodations will be provided for pedestrians, bicyclists and/or transit users unless the project is exempt (**see Guidebook Chapter 6 for exceptions**).

## Threshold Requirements

The Complete Streets Project Review Checklist should be used to review the following types of projects:

1. Street improvements requiring permits or approvals by departments of planning, community development or public works, which requests a change of the public right of way; or
2. Capital projects that alter or maintain the public right of way prior to the issuance of any permit or approval

Such that any one or more of the following apply:

- A traffic study is required
- A signalized intersection is affected
- Repaving/restriping needed
- Rehab/maintenance needed



# CHECKLIST - Exemptions

## Projects Exempt from Using the Complete Streets Checklist

- \* Roadways that restrict bicycle and pedestrian access (ex. Freeways)
- \* Documented absence of current and future need

Projects in which it is not appropriate to accommodate all users but may be appropriate to accommodate more than one user group should use the checklist to identify which users should be considered in the project design.



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## Projects Exempt from CEQA

Some complete streets projects may be exempt from the provisions of the California Environmental Quality Act. The following exemptions may apply:

- \* *Projects that are built within the existing right-of-way 15301(c)*
- \* *Re-striping projects (per Section 15282(j))*

If the project is exempt from CEQA further explanation and documentation is needed to comply with California law. The project sponsor should draft a memo describing why the project is exempt and file a notice of exemption.

# CHECKLIST - General Project Information

		Date	
1. Project Title			<b>Department Review Only</b>  Project #: 
Project Description			
Project Location			

## 2. Contact Information

Implementing Agency			
Contact Person			
Phone		Fax	
Email			

## 3. Project Schedule (Circle Current Project Phase)

Project Milestone Date Started/Anticipated End

Planning	
Preliminary	
Final Design	
Construction	



# CHECKLIST - Existing Conditions

## 4. Existing Land Uses (check all that apply)

Residential	<input type="checkbox"/>	Park/Open Space	<input type="checkbox"/>
Mixed Use	<input type="checkbox"/>	Visitor-Serving/	<input type="checkbox"/>
Institutional/School	<input type="checkbox"/>	Senior Housing	<input type="checkbox"/>
Civic/Public	<input type="checkbox"/>	Rural/Agricultural	<input type="checkbox"/>

## 5. Safety (See Complete Streets Needs Assessment)

Are there perceived safety/speeding issues in the project ☐ Yes ☐ No

Is there a history of collisions in the project area?

☐ Pedestrian ☐ Bicyclist ☐ Motorist

## 6. Congestion

Does the roadway ☐ Yes ☐ No

If so, at what time(s) is it ☐ AM Peak ☐ PM Peak

## 7. Existing Roadway Conditions/Context

Functional Classification	<input type="text"/>
ROW Width	<input type="text"/> Ft
Roadway Pavement	<input type="text"/> Ft
# of Lanes	NB/EB: <input type="text"/> SB/WB: <input type="text"/>
2-Way Center Turn lane	<input type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalk Width	<input type="text"/> Ft
Landscaping/Parking	<input type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Width	<input type="text"/> Ft
Bike Lane Width (<5')	<input type="checkbox"/> Yes <input type="checkbox"/> No
Intersection(s)	<input type="checkbox"/> <input type="checkbox"/>
Pavement Condition	<input type="text"/>
Posted Speed Limit	<input type="text"/>
Traffic Volumes (AADT)	<input type="text"/>
Transit Route/Stops	<input type="checkbox"/> Yes <input type="checkbox"/> No
Truck Route	<input type="checkbox"/> Yes <input type="checkbox"/> No

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# CHECKLIST - Future Conditions

## 8. Future Roadway Conditions

Are there planned transportation & land use projects that could affect circulation in the project area?

☐

Yes

☐

No

*If so, please list the project(s)*

Are planned projects anticipated to increase travel demand in the area? (mark yes or no for each mode)

Car

☐

Yes

☐

No

Transit

☐

Yes

☐

No

Bicycle

Pedestrian

## 9. Stakeholder Outreach (check all that apply)

Please indicate which stakeholder groups provided input on project scope and design:

Neighborhood

☐

Business

☐

School

☐

Property Owners

☐

Environmental Group

☐

Bicycle Committee

☐

Pedestrian

☐

Senior Group

☐

Transit Agency

☐

Transportation Disadvantaged

☐

Specific changes requested

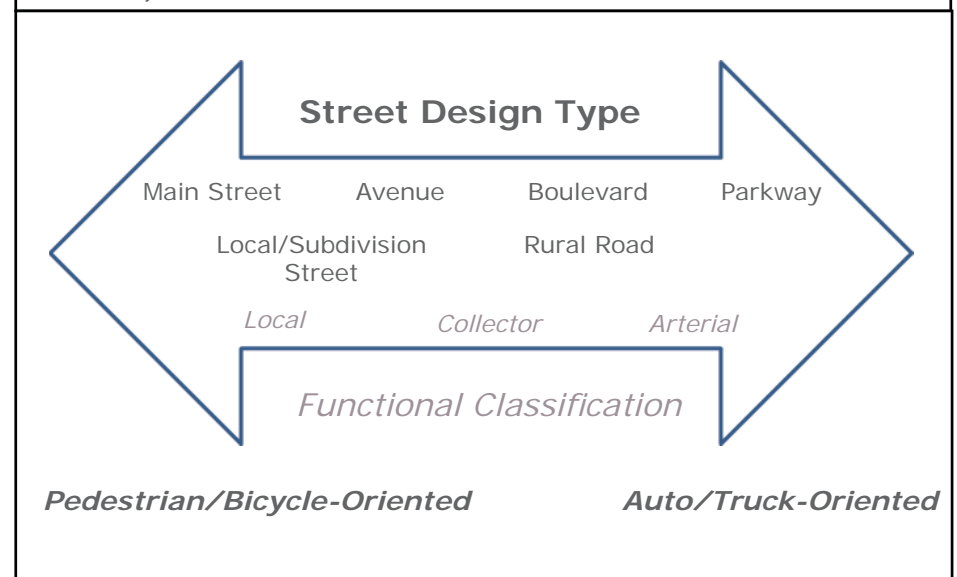
☐

Yes

☐

No

## 10. Circle the Complete Street Design Type - (See Table 3 of Guidebook)



## 11. Transportation Network Deficiencies (Refer to Existing Conditions)

Lacking/Insufficient Bicycle Facilities	<input type="checkbox"/>	Lacking/Insufficient Transit Facilities	<input type="checkbox"/>	Lacking/Insufficient Transit Service	<input type="checkbox"/>
Lacking/Insufficient Pedestrian Facilities	<input type="checkbox"/>	Insufficient accommodations for	<input type="checkbox"/>	Insufficient accommodations for	<input type="checkbox"/>
Bicycle/Pedestrian Connectivity	<input type="checkbox"/>	Insufficient accommodations for	<input type="checkbox"/>		

Given the Existing and Future Conditions the project area is a candidate for:

Road Diet (3 or more lanes; AADT < 20,000; bicycle collisions)	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Traffic Calming	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Roundabout	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Transit-Oriented Development/Transit Corridor (15 min headway)	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Neighborhood Shared Street	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Pedestrian Place	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Transit/Bicycle/Pedestrian Prioritization at Intersections	<input type="checkbox"/> Yes	<input type="checkbox"/> No

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# CHECKLIST - Design

The purpose of this section is to ensure all users have been considered in the design of the project. Complete street design is context-sensitive and a complete street in a rural area may look different than one in an urban area. Refer to safety and special user needs identified in the Existing and Future Conditions sections. The Monterey Bay Area Complete Streets Guidebook discusses design best-practices and sample accommodations for these users.

## 12. Pedestrian Design (Guidebook Ch 5)

Which, if any, of the following is provided or improved through the project design?

<b>Minimize Driveways</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Sidewalk/Path</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Landscaping/Parking Buffer</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>ADA Access</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Street Trees</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Crossing Treatments</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Traffic Calming</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Wayfinding Signage</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Audible Countdown</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Other (Describe)</b>	<input type="text"/>	

## 13. Bicycle Design (Guidebook Ch 5)

Which, if any, of the following is provided or improved through the project design?

<b>Bicycle Lanes</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Shared-Lane Markings</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Multiuse Path</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Route/Wayfinding Signs</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Bicycle Parking</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Bicycle Detection</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Bicycle Box</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Color Treated Bike Lanes</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Floating Bike Lanes</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
<b>Other (Describe)</b>	<input type="text"/>	



# CHECKLIST - Design

## 14. Transit Design (Guidebook Ch 5) \*

Which, if any, of the following is provided or improved through the project design?

Priority Bus Lane	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Bus Bulbs/Pull-Outs	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Shelter	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Real Time Bus Arrival Info	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
ITS/Signal Priority	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Transit Service (15 min headways)	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Wi-Fi	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Stop/Station Amenities**	<input type="checkbox"/> Yes	<input type="checkbox"/> Existing
Other (Describe)		

\* Click on treatment types for definitions and images; more information may also be found in the Guidebook Ch X.

\*\* Transit Amenities include: Bench, lighting, trash can, route information/maps, concessions, music, and public art.

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# CHECKLIST - Trade-Offs & Exceptions

## 15. Project Trade-Offs

Is the recommended complete street cross section/design supportable? ☐ Yes ☐ No

If not, explain why:

Lack of ROW width

☐

Existing Structures

☐

Other \_\_\_\_\_

Trees/Environmental Features

☐

Insufficient Funding

☐

Other \_\_\_\_\_

Have alternative designs been considered? ☐ Yes ☐ No

### What refinements to the cross section/needed were needed?

Removed/partial zones for (Appendix X of

Pedestrians

☐

Bicyclists

☐
☐

Vehicles

☐

Parking

☐

Other:

Considered alternative routes/locations for

Pedestrians

☐

Bicyclists

☐
☐

Vehicles

☐

Parking

☐

Other:

## 16. Exceptions (Refer to Ch 6 of the Guidebook)

Is the project exempt from accommodating certain users? ☐ Yes ☐ No

Cost of accommodation is excessively disproportionate to the need or probable ☐ Yes ☐ No

Documented absence of current and future need? ☐ Yes ☐ No

Other \_\_\_\_\_

**AGENDA:** January 14, 2016

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**REGARDING:** Legislative Updates

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on the RTC's Draft 2016 State Legislative Program ([Attachment 1](#)) and identify any additional legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2016.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) has a legislative program to set general principles to guide its analysis of and responses to transportation-related state and federal legislative or administrative actions. Working with other transportation entities and its legislative assistants the RTC monitors and provides input on legislative proposals and other federal and state actions that could impact transportation in Santa Cruz County.

## **DISCUSSION**

### 2016 Legislative Priorities

Staff is in the process of developing the RTC's 2016 State and Federal Legislative Programs. Draft 2016 legislative priorities for the RTC are attached ([Attachment 1](#)). **Staff recommends that the ITAC provide input on the RTC's legislative priorities and identify any additional issues that the RTC should monitor or pursue in 2016.**

As in prior years, the RTC continues to focus on preserving funds designated for transportation and generating new, more stable revenue sources. Key issues in 2016 include supporting state legislative proposals that increase funds for local roadway preservation, transit, and the State Transportation Improvement Program (STIP), maximizing cap-and-trade revenues for Santa Cruz County projects and programs and supporting long term stabilization of transportation funding. Following the ITAC review of the draft legislative program, the final program will go to the RTC board in February for adoption.

### Other Legislative Updates

Staff will provide an update on other legislative activities at this meeting, including the Governor's January Budget released on January 7, 2016 ([Attachment 2](#)) and Assemblyman Frazier's AB1591 transportation funding proposal ([Attachment 3](#)). Brown's proposed transportation package is in line with the mix of taxes, fees and cap-and-trade money he previously proposed to generate about \$3.6 billion annually, including a \$65-per-vehicle highway user fee.

## **SUMMARY**

Staff will provide a legislative update and seek committee comments on the draft RTC 2016 State and Federal legislative priorities at this meeting.

### Attachments

1. Draft Legislative Program
2. Governor's 2016-17 State Budget Summary - Memo from Gus Khorl
3. AB 1591 Fact Sheet

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**Santa Cruz County  
Regional Transportation Commission  
2016 STATE Legislative Program**

**DRAFT**

Attachment 1

- **Increase State Funding for Transportation:**

State investments have not kept pace with the demand and cost to maintain and operate California's transportation system. Immediate and long-term sustainable solutions are needed.

- **Immediate measures:** Support measures that immediately increase funds for transportation
  - index and increase state gas tax; support new transportation bonds and new vehicle license or vehicle registration fees.
- **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
- **Redirect and Increase Weight Fees:** Direct truck weight fees to their intended purpose-repairing roadways.
- **Cap & Trade:** Increase percent of revenues from the Cap & Trade program allocated to transportation projects/programs that help reduce greenhouse gas emissions in Santa Cruz County. Broaden the definition of "disadvantaged communities" to ensure areas in Santa Cruz County that are recognized as such under most understandings of the term are not excluded from the definition used for the Cap and Trade program.
- **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable communities strategies.
- **Distribution:** For any statewide or federal revenues, ensure a strong role for regional agencies in planning and determining transportation investment priorities; ensure funds are distributed equitably and not disproportionately distributed to large regions.
- **Support multimodal transportation system:** Support legislation that supports complete streets, active transportation projects, and transit-oriented development.

- **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets. Local measures are critical for making improvements to state and local transportation assets and for addressing greenhouse reduction goals.

- **Expand the authority of the RTC and local entities to increase taxes and fees for transportation** projects, including new gas taxes and vehicle registration fees, and increase and expand uses for Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees.
- **Lower Vote Threshold:** Support efforts to amend the constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.

- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**

- Projects on Highway 1
- Transit projects
- Local Street and Roadway Preservation

- Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
- Santa Cruz Branch Rail Line
- **Stabilize Funding:** Support legislation and other efforts to increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Protect transportation funds, including Highway Users Tax Account (HUTA), transit, and regional funds, from diversion to other State programs; expedite repayment of prior “loans”.
- **Project Streamlining & Expediting:**  
Support legislation and other efforts that expedite project delivery and the creation of jobs.
- **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.



**Santa Cruz County  
Regional Transportation Commission  
2016 FEDERAL Legislative Program**

**DRAFT**

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line
  - Transit operations and capital projects
  - Local street and roadway preservation
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
  - 511 implementation
- **Stabilize and Increase Funding**
  - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
  - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account, current per-gallon gasoline fees are insufficient.
- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
- **Reauthorization of the Older Americans Act (OAA):** Support Title IIIB, which includes funding for transportation programs for seniors.
- **FAST Implementation**
  - Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that DOT implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on projects.
  - **Active Transportation:** Support continued funding for pedestrian and bicycle projects
  - **Transit:** Support continued growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), and increase funds for ADA implementation.
- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation or expand eligibility for CMAQ to Santa Cruz County.
- **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.
- **TIGER:** Maintain the TIGER program
- **Marketplace Fairness:** Allow states and local governments to collect sales taxes on out-of-state online purchases, which would increase TDA & 1/2 cent transit sales tax revenues.

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January 7, 2016

TO: Central Coast Coalition  
FROM: Gus Khouri, Principal  
Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – Governor’s 2016-17 State Budget**

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On January 7, Governor Brown released his proposed 2016-17 State Budget. After several years of chronic deficits (\$20 billion shortfalls for the better part of the past decade including \$26.6 billion when Brown took office in 2011), Governor Brown announced that the state has turned the corner thanks to the surge of capital gains revenue (an all-time high in 2015) due to the recovery of the stock market and the passage of Proposition 30, which increases the state sales tax rate and personal income tax on high-income earners, as well as a reduction in the unemployment rate from 12.1% (2011) to 6.0%. The Budget remains precariously balanced for the long term after paying for existing obligations and the Proposition 30 temporary tax revenues expire. The economy is finishing its seventh year of expansion, already two years longer than the average recovery, and the Governor wants to plan ahead for that outcome. The Governor warns that a recession could cost up to \$55 billion in lost revenues.

As a result, the Governor’s \$122.6 billion spending plan is an modest increase of \$6 billion from last year’s \$116 billion plan, and it includes \$2 billion set aside for the Rainy Day Fund to bring that balance to \$8 billion, but the Governor is emphatic in his call for restraint due to the volatility of revenues. The unpredictability of the stock market and imminent expiration of Proposition 30 revenues will require the state to exercise fiscal restraint in the years to come.

This coming year will be the last one with the full revenues of Proposition 30.

The quarter- cent sales tax increase under the measure will expire at the end of 2016, and the income tax rates on the state’s wealthiest residents will expire at the end of 2018. As it was intended, the measure has provided the state with increased resources on a short- term basis to give the economy time to recover. Under the measure, the state has been able to restore funding for education and the safety net, expand health care coverage, and pay off its budgetary borrowing.

The passage of Proposition 2 in the November election gives the state a critical opportunity to avoid repeating the boom- and- bust cycle of the past two decades. Recent budget shortfalls have been driven by making ongoing commitments based upon temporary spikes in revenues from capital gains. Under Proposition 2, these spikes in capital gains will instead be used to save money for the next recession and to pay down the state’s debts and liabilities.

The state has \$224 billion in long- term costs, debts, and liabilities. The vast majority of these liabilities—\$220 billion—are related to retirement costs of state and University of California employees. For the next 15 years, Proposition 2 provides a dedicated funding source to help address these liabilities, but that funding alone will not eliminate the liabilities. In addition, the state faces \$77 billion more in identified deferred maintenance on its infrastructure and \$257 million to reimburse local jurisdictions for mandate claims. Under a projection of current policies,



the state would begin to spend more than it receives in annual revenues by 2018- 19 (by about \$1 billion).

### **Impact on Transportation**

The Governor acknowledges that the state's largest deferred maintenance is on its highways, roads and bridges and that annual maintenance and repairs are billions more than can be funded annually within existing resources, especially with the expiration of Proposition 1B and dwindling gas tax revenues. The budget proposes that the state must address deferred maintenance on the state's highways and key freight corridors through expanded and ongoing funding sources.

The Budget reflects the Governor's transportation funding and reform package, including reforms first outlined in September 2015. The package includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies and streamlined project delivery, accountability measures, and constitutional protections for the new revenues.

The Governor's package of revenues will be split evenly between state and local transportation priorities. The ten-year funding plan will provide a total of \$36 billion for transportation with an emphasis on repairing and maintaining the existing transportation infrastructure. It also includes a significant investment in public transit. Specifically, the proposal includes annualized resources as follows:

- **Road Improvement Charge**—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- **Stabilize Gasoline Excise Tax** — \$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual adjustments. The broader gasoline tax would then be adjusted annually for inflation to maintain purchasing power.
- **Diesel Excise Tax**—\$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. This tax would also be adjusted annually for inflation to maintain purchasing power.
- **Cap and Trade**—\$500 million in additional cap and trade proceeds.
- **Caltrans Efficiencies** — \$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$879 million in loan repayments over the next four years. These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system. Without this commitment, these funds would be paid back over the next 20 years.

Over the next ten years, the \$36 billion transportation package will provide \$16.2 billion for highway repairs and maintenance, and invest \$2.3 billion in the state's trade corridors. Local roads will receive more than \$13.5 billion in new funding. Transit and intercity rail will receive over \$4 billion in additional funding. Because the state's disadvantaged communities are often located in areas affected by poor air quality, a minimum of \$2 billion (50 percent) of these funds will be spent on projects that benefit these communities.

## **2016-17 Spending**

For 2016-17, the Budget reflects partial first-year resources from the transportation package of over \$1.7 billion (including nearly \$1.6 billion from new revenues and \$173 million from loan repayments), which will be distributed as follows:

- **Local Streets and Roads**—An increase of \$342 million in Shared Revenues to be allocated by the Controller to cities and counties for local road maintenance according to existing statutory formulas. The Budget also includes an additional \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- **Low Carbon Road Program** — \$100 million Cap and Trade for Caltrans to implement a new Low Carbon Road Program for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- **Transit and Intercity Rail Capital Program**—An increase of \$409 million Cap and Trade (also includes \$9 million from loan repayments) for transit capital investments that provide greenhouse gas reductions, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- **Highway Repairs and Maintenance** — An increase of \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- **Trade Corridor Improvements** — An increase of \$211 million (\$11 million from loan repayments) for Caltrans to fund projects along the state's major trade corridors, providing ongoing funding for a program originally established with \$2 billion in one-time Proposition 1B bond funding.

## **Project Reforms and Caltrans Efficiencies**

The transportation package also includes the following reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly:

- **State Highway Performance Plan**—Establish measurable targets for improvement including regular reporting to California Transportation Commission, the Legislature, and the public.
- **Streamlined Project Delivery**—Provide a limited California Environmental Quality Act (CEQA) exemption; remove the sunset date for the federal delegation of environmental reviews so they can be completed concurrent with the state review; advance project environmental mitigation to get early buy-in on activities and reduce late challenges that delay projects; and implement more innovative procurement methods, such as combining design and construction management elements to accelerate project delivery, commonly known as Construction Manager/General Contractor (CMGC) procurements.
- **Staffing Flexibility**—Permit Caltrans to deliver projects funded with new revenue by doubling contract staff over the next five years.
- **Extend Public-Private Partnership Authority**—Allow for these partnerships through 2027 by extending the current sunset date by ten years.

## **Cap and Trade**

The \$3.1 billion Expenditure Plan reflects the balance of auction proceeds that were not appropriated in 2015-16, as well as the expenditure of projected proceeds in 2016-17. The

proposed plan expends at least 10 percent of the proceeds within disadvantaged communities and at least 25 percent of the proceeds to projects that benefit those communities.

Consistent with existing law, the Budget reflects that 60 percent, or \$1.2 billion, of 2016-17 projected auction proceeds are continuously appropriated to support public transit, sustainable communities, and high-speed rail. To further support the Governor's goal to reduce statewide petroleum use by 50 percent by 2030, the Cap and Trade Expenditure Plan includes an additional \$1 billion for the following programs that will reduce emissions in the transportation sector:

- **\$500 million** for the Air Resources Board's Low Carbon Transportation Program to provide incentives for low carbon freight and passenger transportation, including rebates for zero-emission cars, vouchers for hybrid trucks and zero-emission trucks and buses.
- **\$400 million** for the Transportation Agency's Transit and Intercity Rail Capital Program for additional competitive grants to support capital improvements to integrate state, local and other transit systems, including those located in disadvantaged communities, and to provide connectivity to high-speed rail. This proposal is consistent with the Administration's transportation package.
- **\$100 million** for the Department of Transportation to administer the Low Carbon Road Program, which will prioritize disadvantaged communities, and provide competitive grants for improvements to local streets and roads that encourage active transportation, such as walking and bicycling, transit, and other carbon-reducing road investments. This proposal is consistent with the Administration's transportation package.

Please see the attached to view a breakdown of the Governor's proposed Cap and Trade allocations.

#### **State Transit Assistance Program**

The program is estimated to be funded at \$ \$315 million in FY 16-17, which is roughly a decrease of \$72 million from last January (\$387 million) and \$36 million less than the May Revise from FY15-16 (\$351 million).

## ASSEMBLY BILL 1591: TRANSPORTATION FUNDING

Assemblymember Jim Frazier

### THE PROBLEM IN BRIEF:

California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

### BACKGROUND:

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

### THE BILL:

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
  - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

### FOR MORE INFORMATION

Janet Dawson  
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[Janet.Dawson@asm.ca.gov](mailto:Janet.Dawson@asm.ca.gov)

**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** *2016 State Transportation Improvement Program (STIP) Update*

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**RECOMMENDATION:**

This item is for information only.

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**BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal transportation revenues, including State Transportation Improvement Program (STIP) funds. Every two years a new RTIP and new STIP are adopted by the RTC and CTC respectively. Caltrans develops, and the California Transportation Commission (CTC) adopts, a Fund Estimate showing anticipated revenues available for STIP projects over the next five-years. While each county in the state is designated a share of funds to program (based on formulas established under SB45 in 1997), STIP projects selected by the RTC are subject to concurrence from the California Transportation Commission (CTC), which makes the final determination on which projects are programmed statewide, what year they are programmed, and when to release (allocate) funds to individual projects. Each new RTIP includes projects carried forward from the previous RTIP and any amendments (including new projects when funding is available), based on proposals from project sponsors.

Historically, Santa Cruz County's share of STIP funds has been \$3 to \$5 million per year. However, as discussed at prior meetings, the 2016 State Transportation Improvement Program (STIP) Fund Estimate adopted by the CTC in August 2015 showed that no new funding is available for programming through FY2021. Instead most projects previously programmed will be delayed to later years through FY20/21. The shortfall in STIP funds is the result of the reduction of the state excise tax on gasoline that went into effect on July 1, 2015, the so-called "gas tax swap" of 2010 - under which transportation bond debt service is repaid off the top from the excise tax on gasoline, and CTC decisions to prioritize the State Highway Operation and Protection Program (SHOPP) for other flexible state and federal transportation revenues. **Given the severe STIP funding shortfalls, instead of programming new STIP funds, the 2016 RTIP that was adopted by the RTC on December 3 requested that the California Transportation Commission (CTC) shift funds for some STIP projects to later years, based on current project schedules and ITAC recommendations.** The RTC requested that the CTC prioritize local projects based on project readiness, construction timing constraints, and projects that do not have other funds available to

keep the projects on schedule. The [RTIP Project List](#), showing information for both STIP and RSTP projects approved by the RTC through December 3, 2015 is available online at: [www.sccrtc.org/rtip](http://www.sccrtc.org/rtip).

## DISCUSSION

The RTC's proposal for the 2016 STIP was initially due to the CTC by December 15, 2015 and reflected current project scope, cost and schedule information, as recommended by project sponsors and the Interagency Technical Advisory Committee.

While the RTC proposal for the 2016 STIP delayed several projects to later years of the STIP, regions statewide did not propose enough delays to match current funding projections. Making matters worse, low gas prices mean that revenues projected in the Fund Estimate that was adopted by the CTC in August 2015 are not materializing. Due to a corresponding anticipated drop in the price-based excise tax on gasoline, changes resulting from the federal "Fixing America's Surface Transportation" (FAST) Act (signed by the President in December), and other state budget uncertainties, the California Transportation Commission (CTC) will consider adopting a revised five year Fund Estimate for the State Transportation Improvement Program (STIP) at its January 20, 2016 meeting. If a revised 2016 STIP Fund Estimate is adopted by the CTC, the CTC will not only delay projects previously programmed for STIP funds, but may also delete some previously programmed projects as part of adoption of the 2016 STIP. Based on the CTC staff recommendation, regions, including RTC, would need to submit revised Regional Transportation Improvement Program (RTIP) proposals - identifying priority projects and possibly identifying projects to be deleted from the STIP - by February 26 and the CTC would not adopt the 2016 STIP until May 18/19, 2016. As of the writing of this staff report, the revised Fund Estimate is not yet available and it is unclear what the impact will be on projects currently programmed for STIP funds in Santa Cruz County. Staff will meet with project sponsors following the January CTC meeting to discuss possible impacts, options, and recommendations for existing STIP projects ([Attachment 1](#)). Preliminarily, applying for more reliable Active Transportation Program funds for eligible projects and substituting RSTP for STIP funds may be among options to be pursued.

## SUMMARY

The RTC's 2016 Regional Transportation Improvement Program (RTIP), proposing amendments to previously approved State Transportation Improvement Program (STIP) projects, was due to the California Transportation Commission (CTC) by December 15, 2015; however the CTC is considering a revised Fund Estimate on January 20 and may request revised proposals from regions, which include deleting some projects, by February 26.

### Attachments:

1. December 3, 2015 proposal to CTC for Previously Approved STIP Projects

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# Santa Cruz County 2016 STIP Proposal

All figures in 000's (thousands)

Agency	Rte	PPNO	RTIP #	Project	TOTAL STIP	Current STIP by Fiscal Year						Totals by Component			
						15-16	16-17	17-18	18-19	19-20	20-21	R/W	Const	E&P	PS&E
Santa Cruz	SR1/9	4658	SC 25	Rt 1/9 Intersection modifications	1,329	0	1,329	0	0			0	1,329	0	0
Santa Cruz	loc	2551	TRL07SC	Monterey Bay Sanctuary Scenic Trail Network: Segment 7 Natural Bridges Dr to Pacific Ave	805	0	805	0	0			0	805	0	0
Santa Cruz Co	loc	2557	CO 73	Cassery Rd Bridge Replacement	125	0	(125)	125	0			0	125	0	0
Santa Cruz Co	loc	2558	CO 74	Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd)	800	800	0	0	0			0	800	0	0
Watsonville	loc	413	WAT 01	Rt 1 Harkins Slough Rd interchange (10S-041)	7,340	0	(462)	(6878)	462	6,878		462	6,878	0	0
Watsonville	loc	2366	WAT 38	Airport Blvd at Freedom Blvd modifications	850	(850)	850	0	0			0	850	0	0
Watsonville	loc	2555	WAT 40	Airport Boulevard Improvements (east of Westgate Drive/Larkin Valley Road to east of Hanger Way)	1,195	0	1,195	0	0			0	1,195	0	0
Watsonville	loc	2556	WAT 41	Sidewalk Infill Harkins Slough Rd & Main St	120	(120)	120	0	0			0	120	0	0
Watsonville	loc	2552	TRL18L	Monterey Bay Sanctuary Scenic Trail Network: Lee Rd to Slough Trail Connection	1,040	90	950	0	0			0	950	0	90
SCCRTC	loc	921	RTC 04	Planning, programming, and monitoring	524		175	175	174			0	524	0	0
SCCRTC	loc	923	RTC 01	Freeway Service Patrol	150		150	0	0			0	150	0	0
SCCRTC	loc	1968	RTC 30	Rt 1 Mar Vista bike/ped overcrossing	6,564	(500)	(1635)	1635	4,929			1,060	4,929	500	575
SCCRTC	SR1	73A	RTC 24F	Rt 1, 41st Ave/Soquel Av Aux Lns & bike/ped bridge; could maybe shift design	4,000	0	4,000	0	0		Reserve \$2M	1,430	reserve below	0	2,570
Proposed 2016 STIP					24,842	890	9,574	300	5,565	6,878	\$2.5M res				
Current 2014 STIP					24,842	2,360	10,826	11,482	174	0	0				
Change					0	-1,470	-1,252	-11,182	5,391	6,878					

## Notes/Acronyms:

Components - R/W: Right-of-way; Const: Construction; E&P: Environmental and Project Report; PS&E: Plans, Specifications, and Engineering (design)

RTIP: Regional Transportation Improvement Program (RTIP)

STIP: State Transportation Improvement Program (STIP)

**Bold & Underline** = funds moved to later years based on current schedules

Strikethrough = where funds programmed in 2014 STIP/RTIP

**AGENDA:** January 14, 2016

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**REGARDING:** Regional Surface Transportation Program (RSTP) Draft Application

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on the application ([Attachment 1](#)) for the 2016 Regional Surface Transportation Program (RSTP) grant cycle.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's share of Regional Surface Transportation Program (RSTP) funds. RSTP are federal funds which the region is given the option to later exchange for state funds; however project eligibility is subject to federal rules.

## **DISCUSSION**

### 2016 Regional Surface Transportation Program (RSTP) Grant Cycle

Staff is in the process of developing the application for the RTC's 2016 Regional Surface Transportation Program (RSTP) Call for Projects. Projects are selected on a competitive basis and funds cannot be suballocated based on a formula distribution. **Staff recommends that the ITAC provide input on the draft application.** The application used for the 2013 grant cycle serves as the draft application for discussion at this meeting ([Attachment 1](#)). Approximately \$5-6 million is available this grant cycle.

### Eligible Projects

RSTP funds can be used on a variety of projects, as outlined in the federal transportation act ([Attachment 2](#)). These include: highway, local street and road, transit and paratransit capital, bicycle, pedestrian, carpool, safety, rail, and bridge projects. Cities, the County of Santa Cruz, the Regional Transportation Commission (RTC), University of California Santa Cruz (UCSC), Santa Cruz Metro, Caltrans, and non-profit agencies (with public agency sponsorship) are among those eligible to apply for the funds. Projects must be consistent with the adopted [Regional Transportation Plan](#). The minimum non-federal funding match required for this program is 11.47%.

### Evaluation Criteria

Given the large backlog of transportation needs in the region and the very limited amount of funding available for transportation projects, it is important to ensure that funds are used cost effectively to improve the region's transportation system. Congress, the State Legislature, and



the CTC increasingly require state agencies, federal agencies, and regions to set performance measures and criteria to evaluate projects and determine funding priorities.

Several factors will be considered when evaluating projects, including consideration of how projects address the goals, policies, and targets in the RTC-adopted Regional Transportation Plan (RTP), as well as federal guidelines. These include an evaluation of the following factors:

1. Number of people served
2. Safety (reduce collisions)
3. Access for all modes, especially to and within key destinations (increase travel options, reduce number or distance of trips)
4. Air pollution, greenhouse gas emissions and fuel consumption
5. Change in vehicle miles traveled
6. Change in reliability, frequency, and efficiency of transit
7. Change in travel time reliability and efficiency of the transportation system
8. Preservation of existing infrastructure or services
9. Change in passenger, freight and goods miles carried
10. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
11. If projects are shown as "constrained" on the 2014 RTP Project List, which implement the AMBAG Sustainable Communities Strategy (SCS).
12. Consistency with the Complete Streets Guidelines.
13. Deliverability (if there are barriers to the schedule)
14. Funding (if all other funding is secured, including amount of match)

#### Proposed Process for the 2016 RSTP Cycle

The preliminary schedule for this grant cycle is as follows:

- January 2016: ITAC provides input on draft application
- February 4, 2016: RTC issues call for projects
- February 18, 2016: Application workshop to review and respond to questions on the application
- March 17, 2016: Applications due from project sponsors
- April 5, 11, and 21: RTC Committees review proposals, make recommendations
- May 5, 2016: Public hearing, RTC adoption of program of projects

## **SUMMARY**

The RTC is responsible for selecting projects to receive various state and federal funds. Staff recommends that the ITAC provide input on the draft application for Regional Surface Transportation Program (RSTP) funds.

#### Attachments

1. Draft Application (2013 grant application)
2. RSTP Eligible Activities

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**PART I:**  
**General Project Information**

1. **Project Title:** *(Include general location and category of work within the title. For example “Porter St (Soquel-Main St) Road Rehab”. Please avoid using “Improvement” as part of the title and provide more descriptive title of what modifications are being done.)*
  
2. **Total Funding Requested:**      \$ \_\_\_\_\_  
  
**Total Project Cost:** \$ \_\_\_\_\_
  
3. **Implementing Agency:**
  
4. **Sponsoring Public Agency that has Master Agreement with Caltrans:** *(if different from implementing agency)*
  
5. **This is priority number \_\_\_\_\_ of \_\_\_\_\_ projects submitted.** *(If requesting funds for more than one project)*
  
6. **Project summary:** *(Briefly describe the project in 1 to 2 sentences)*
  
7. **Project Description/Scope:** *(Describe the scope of work for the project, including all capital improvements or program characteristics. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.)*
  
8. **Regional Transportation Plan (RTP) Project Number:** \_\_\_\_\_  
  - a. Project costs are identified as ☐ “Constrained” or ☐ “Unconstrained” in the RTP list
  
9. **Project Cost by Mode:** *(List the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (above) must include explanation of what will be done related to each applicable mode. For bicycle, pedestrian and transit components, indicate how much of the cost is associated with a new facility versus replacement of existing facility. For instance if a new sidewalk is added as part of a larger road where no sidewalk*

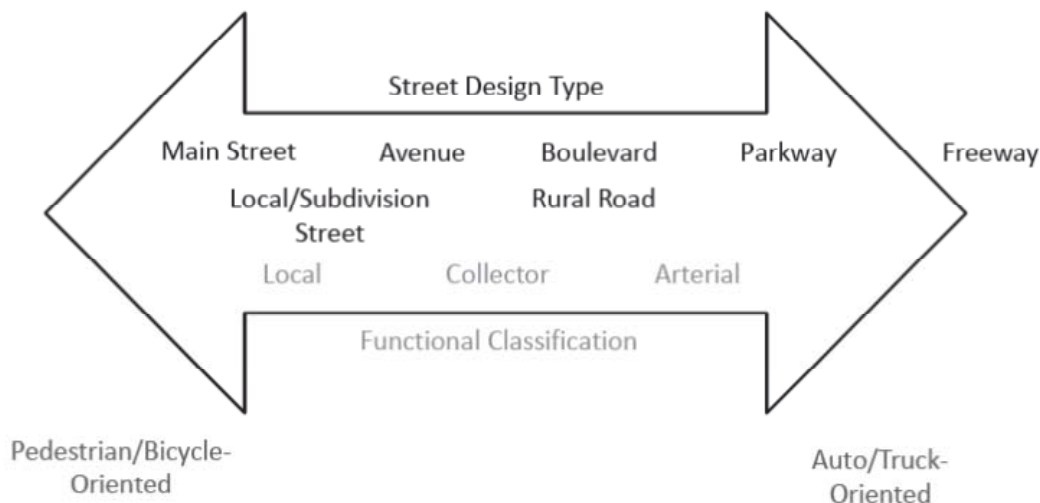
previously existed, that cost would be shown as “new”. If an existing sidewalk is taken out to widen the road, then a replacement sidewalk built, show cost under “replacement”).

	% of Total Cost by Mode	New facility cost (not replacement)	Replacement
<b>Road Rehab</b>	%		
<b>Road –Auto Serving</b>	%		
<b>Bicycle</b>	%	\$	\$
<b>Pedestrian</b>	%	\$	\$
<b>Transit</b>	%	\$	\$
<b>TSM*</b>	%	\$	\$
<b>TDM*</b>	%		
<b>Planning</b>	%		
<b>TOTAL</b>	100%		

\*TSM=Transportation System Management (ex. ITS, signal synchronization); TDM=Transportation Demand Management (ex. rideshare programs)

10. **Project Location** and Limits or Service Area: (attach an 8 1/2" x 11" map and/or photos if available/ applicable; include street names)

- a. **Project Length:** (in miles or feet, if applicable)
- b. **Circle the Complete Street Design Type:** (See Table 2 of the [Complete Streets Guidebook](http://sccrtc.org/projects/multi-modal/monterey-bay-area-complete-streets-guidebook/) online at <http://sccrtc.org/projects/multi-modal/monterey-bay-area-complete-streets-guidebook/> for description)



- c. **Provide information on existing and projected conditions/context for projects on roadways**  
(if applicable):

	Existing	With project (write "N/C" if no change)
Functional classification of this road, as defined by FHWA?*		
Right-of-way width		
Roadway pavement width		
# of automobile lanes	NB/EB: SB/WB:	NB/EB: SB/WB:
2-Way Center Turn Lane (Yes/No)		
Sidewalks (none, one side or both?)		
Sidewalk width		
Landscaping (Yes/No)		
On-Street Parking (Yes/No)		
Shoulder width		
Bike lane width		
Intersections (Signalized/unsignalized)		
Pavement condition (poor, fair, good)		
Posted speed limit		
Traffic Volumes		(projected, what year)
Transit Route/Stops (Yes/No)		
Truck Route (Yes/No)		
Are accommodations for seniors, disabled, and youth/students sufficient? (Yes/No)		

\*Note: STP funds cannot be used on roads functionally classified as "local" or "rural minor collectors" except for bridges not on federal-aid highways and as shown under [STP Eligible Activities](#)

11. **Project Schedule** (Enter the proposed schedule or actual completion of various project milestones. Complete either section A. Capital Projects or B. Non-Capital Projects, as appropriate):

**A. Capital Projects:**

Project Milestone			Month/Year
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type (ex. EIR)		
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (complete PS&E)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Request Authorization to Proceed with Construction (completion of all prior tasks)			
Award Contract			
End Construction Phase (Construction Contract Acceptance Milestone)			
End Closeout Phase (Closeout Report)			

**B. Non- Capital Projects:**

<b>Activity*</b> (add additional lines if needed to reflect all tasks)	<b>Start Activities (month/year)</b>	<b>End Activities (month/year)</b>

\*Please state the activity to be completed (ex. preliminary planning, project implementation, project completion).

12. **Contact** Person/Project Manager Name:\_\_\_\_\_

Telephone Number:\_\_\_\_\_E-mail:\_\_\_\_\_

## **PART II**

### **Project Benefits**

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan, the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and MAP-21. Project benefits will be taken into consideration when evaluating projects. ***Projects are not expected to address all of the following. Please write N/A where something is not applicable to your project.***

1. **Generally, what are the benefits of this project?** (*ex. goal/purpose/benefit of project; problem to be addressed; importance to the community*)
  
2. **How many travelers will be directly served by this project per day?** \_\_\_\_\_
  - a. ADT volumes (*if applicable*) \_\_\_\_\_
  - b. Other (*e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants*) \_\_\_\_\_
  - c. For projects with bike, ped, transit, or TDM elements – Number of people expected to shift from automobile to alternative mode \_\_\_\_\_ (*average per day*)
  - d. Source(s) used to develop estimates shown above:  
(*e.g. <http://www.ite.org/tripgeneration/otherresources.asp>* )
  
3. **Who are the primary travelers served/targeted by project?**

<input type="checkbox"/> Commuters	<input type="checkbox"/> Recreational users	<input type="checkbox"/> Visitors
<input type="checkbox"/> Youth	<input type="checkbox"/> K-12 Students	<input type="checkbox"/> College Students
<input type="checkbox"/> Low income	<input type="checkbox"/> Seniors	<input type="checkbox"/> Disabled
<input type="checkbox"/> Other _____		

  - a. Briefly describe indirect beneficiaries of the project, if any:
  
4. **What are the key destinations served by this project and distance (*in approximate feet*) from project/facility?**

<input type="checkbox"/> Employment centers _____ feet	<input type="checkbox"/> Senior centers _____ feet
<input type="checkbox"/> Senior housing _____ feet	<input type="checkbox"/> K-12 Schools _____ feet
<input type="checkbox"/> Groceries/Services _____ feet	<input type="checkbox"/> Retail/Commercial center _____ feet
<input type="checkbox"/> Transit centers _____ feet	<input type="checkbox"/> Visitor destination _____ feet
<input type="checkbox"/> Parks/recreational area _____ feet	<input type="checkbox"/> Civic/public facilities _____ feet
<input type="checkbox"/> Other _____	

a. Are there other planned transportation and/or land use projects that could affect circulation in the project area in the future? *If yes, list projects.*

b. Are planned (future) land use projects anticipated to increase travel demand through project area? *(Mark yes or no for each mode)*

Car: ☐ Yes ☐ No      Transit: ☐ Yes ☐ No      Truck/Goods: ☐ Yes ☐ No  
Bike: ☐ Yes ☐ No      Pedestrian: ☐ Yes ☐ No

5. What travel condition(s) are improved or impacted as a result of the proposed project design?

*Check all that apply.*

☐ Safety: Improves transportation safety

☐ There are currently perceived safety/speeding issues in the project area

☐ Project will reduce fatal and/or injury collisions

☐ There is a history of collisions in the project area

○ Number of severe injury or fatal incidents in project area in past 10 years \_\_\_\_  
(Source? e.g. <http://tims.berkeley.edu> \_\_\_\_\_)

☐ Improves safety for which modes: \_\_\_\_\_

☐ Reduces potential for conflict between cyclists and/or pedestrians and vehicles

☐ Safety improved for youth, vulnerable users (pedestrians/bicyclist), and transportation disadvantaged (low income, seniors, disabled, minority status)

☐ Provides access to emergency services

☐ System Preservation: Preserves existing transportation infrastructure/facilities or services

○ Pavement: Current PCI of road \_\_\_\_\_. Projected PCI with project \_\_\_\_\_

○ Why is this location/facility a priority for preservation, especially over other facilities?  
(e.g. is project part of a pavement management plan) \_\_\_\_\_

☐ Reduces Vehicle Miles Traveled (VMT)

☐ Reduces vehicle miles traveled per capita

☐ Shifts automobile travel to alternative modes

☐ Decreases the number of people traveling in single occupancy vehicles

☐ Improves access to alternative modes (walk, bike, bus, carpool, etc)

☐ Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less

☐ Increases ridesharing

☐ Increases telework options

☐ Expands Transportation Demand Management (TDM) Programs

☐ Reduces the need for travel

☐ Improves multimodal Level of Service

☐ New multiuse path

☐ Reduces automobile speeds, describe (e.g. traffic calming, speed limit, etc)

- ☐ Increases walking
  - ☐ There are currently lacking/insufficient pedestrian facilities
  - ☐ Improves connectivity, fills gap in sidewalk/pedestrian path network
    - ☐ Reduces distance to walk trip between neighborhood and key destination
  - ☐ Adds new sidewalks or paths on: ☐ one or ☐ both sides of the street
  - ☐ Widens sidewalk path of travel for current and projected pedestrian volumes
  - ☐ Adds missing curb ramps
  - ☐ Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
  - ☐ Reduces pedestrian crossing distance
  - ☐ Adds pedestrian signal heads
  - ☐ Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
  - ☐ Adds audible countdown at intersection
  - ☐ Adds pedestrian-level lighting
  - ☐ Adds high visibility crosswalks
  - ☐ Adds illumination at crosswalks
  - ☐ Other crosswalk enhancements
  - ☐ Adds median safety islands
  - ☐ Minimizes driveways
  - ☐ Adds wayfinding signage
  - ☐ Adds shade trees (Street trees)
  - ☐ Adds planter or buffer strips
  - ☐ Adds benches or other types of seating
- ☐ Increases bicycling
  - ☐ There are currently lacking/insufficient bicycle facilities
  - ☐ Improves connectivity, fills gap in bicycle network
    - ☐ Reduces distance to bike trip between neighborhood and key destination
  - ☐ New Class I bicycle path
  - ☐ New Class II bicycle path
  - ☐ Shared-Lane Marking (Sharrow)
  - ☐ New Bicycle boulevard
  - ☐ Widens bicycle lanes from \_\_\_\_ feet to \_\_\_\_ feet wide
  - ☐ Widens outside lanes or improve shoulders
  - ☐ Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
  - ☐ Adds bicycle box at intersection
  - ☐ Adds color-treated bicycle lane
  - ☐ Adds floating bicycle lane
  - ☐ Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
  - ☐ Adds route/wayfinding signage
  - ☐ Adds long-term bicycle parking (e.g., for commuters and residents)
  - ☐ Adds short-term bicycle parking
- ☐ Increases public transit usage



- ☐ There are currently lacking/insufficient transit facilities
- ☐ There are currently lacking/insufficient transit service
- ☐ Improves connectivity of transit, fills gap in transit network
- ☐ Improves transit service ☐reliability, ☐frequency and/or ☐efficiency
  - ☐ ITS/signal priority
  - ☐ Priority bus lane
  - ☐ Bus bulbs/pull outs
  - ☐ Increases transit service, reduces headways
- ☐ Increases access to transit
  - ☐ Adds sidewalks to bus stops
  - ☐ Adds bicycle racks on buses
  - ☐ Improves access for people with disabilities
- ☐ Adds bus stop(s)
- ☐ Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
- ☐ Provides real time bus arrival information
- ☐ Adds Wi-Fi on bus
- ☐ Reduces air pollution
  - ☐ Reduces greenhouse gas emissions (GHG)
  - ☐ Reduces fuel consumption
- ☐ Improves travel time reliability of the transportation system. Which modes? \_\_\_\_\_
- ☐ Improves efficiency of the transportation system. Which modes? \_\_\_\_\_
  - ☐ Implements Transportation System Management (TSM) programs/projects
  - ☐ Increases miles facility/service can carry ☐passengers and/or ☐freight/goods
- ☐ Reduces total traffic congestion
  - ☐ Reduces peak period traffic congestion \_\_\_\_AM peak \_\_\_\_PM peak
  - ☐ Shifts peak travel to off-peak periods
  - ☐ Reduces freight traffic congestion
- ☐ Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or limited English proficiency
- ☐ Improves the convenience and quality of trips
- ☐ Increases ecological function (such as: ☐ increases tree canopy; ☐ improves habitat; ☐ improves water quality; ☐ reduces storm water runoff; ☐ enhances sensitive areas )
- ☐ Other improvement(s). Please explain, if not addressed in prior questions:

**6. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement?** ☐ Yes ☐ No. *If yes, please explain why this condition is unavoidable and if bicycle and pedestrian accommodations are provided on an adjacent/parallel street.*

- a. Was the facility being removed, modified, or replaced previously funded through the RTC?  
☐ Yes ☐ No

**7. Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following (for projects on roadways). (See the [Monterey Bay Area Complete Street Guidebook](#) for more information, definitions.)**

- a. Describe how this project is consistent with the guidebook:

- b. Is the project area a candidate for the following?

- Road Diet (3 or more lanes, but ADT <20,000, bicycle collisions) ☐ Yes ☐ No
- Traffic Calming: ☐ Yes ☐ No
- Roundabout: ☐ Yes ☐ No
- Transit/Bike/Ped Prioritization at Intersection: ☐ Yes ☐ No
- Transit-Oriented Development/Transit Corridor (15 min. headways: ☐ Yes ☐ No
- Neighborhood Shared Street: ☐ Yes ☐ No
- Pedestrian Place: ☐ Yes ☐ No

- c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? ☐ Yes ☐ No

If not, explain why:

☐ Lack of ROW width

☐ Insufficient Funding

☐ Trees/environmental constraints

☐ Existing Structures

☐ Other \_\_\_\_\_

- d. Have alternative designs been considered? ☐ Yes ☐ No

- e. What refinements of the cross section/design were needed?

- Removed/partial zones (Guidebook Ch. 5) for:  
☐ Pedestrians ☐ Bicyclists ☐ Landscaping ☐ Vehicles ☐ Parking
- Considered alternative routes/locations for:  
☐ Pedestrians ☐ Bicyclists ☐ Landscaping ☐ Vehicles ☐ Parking

- f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)

- Is the project exempt from accommodating certain users? ☐ Yes ☐ No
- Is the cost excessively disproportionate to the need or probable use? ☐ Yes ☐ No
- There is a documented absence of current and future need? ☐ Yes ☐ No
- Other \_\_\_\_\_

- 8. Describe the public input plan for this project.** *Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document? What has been/will be done to maximize participation for diverse members of the public in project planning and implementation?*

- 9. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?**

Group	Provided input	Will seek input
Neighborhood Group		
Business Association		
School		
Property Owners		
Bicycle Committees		
Pedestrian Committee		

Group	Provided input	Will seek input
Transit Agency		
Adjacent jurisdictions		
Environmental Groups		
Transportation Disadvantaged		
Senior Group		

Have specific changes been requested by stakeholders? ☐ Yes ☐ No

- 10. Describe project readiness/deliverability:** *Provide evidence of the project's readiness/evidence that project funding will result in timely completion of the project by discussing the schedule, right-of-way issues, the involvement of other agencies and participants, and impacts on other jurisdictions, agencies, and property owners. (For example: What is the status of right-of-way acquisition (if applicable)? Have the owners been contacted? If so, are they willing to sell the property? What permits may be needed for this project? Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.)*

**11. Monterey Bay Sanctuary Scenic Trail Network (MBSST) Project ONLY****g. Coastal Access Connectivity:** *Indicate proximity of section of trail to the coast line.*

- ☐ Trail runs adjacent to beach/shoreline/coastal bluffs
- ☐ Trail has three (3) or more direct coastal connections
- ☐ Trail has one (1) or two (2) direct coastal connections
- ☐ Trail does not directly connect to a coastal access point

**h. Bridge and Other Crossings:** *Indicate number and type of bridge or at-grade crossings, if any, required for construction of proposed trail section. These include bridges crossing an existing stream or road and at-grade crossings.*

- ☐ Proposed trail includes no bridge crossings
- ☐ Proposed trail includes no at-grade road crossings
- ☐ Proposed trail requires \_\_\_ new (or replacement) bridge(s) to be built
- ☐ Proposed trail requires minor modification to \_\_\_ existing bridge(s)
- ☐ Proposed trail requires significant modification to \_\_\_ existing bridge(s)
- ☐ Proposed trail is requires \_\_\_ new at-grade road crossings

**i. Right-of-Way Conditions**

- ☐ Proposed trail alignment is in Caltrans ROW or existing railroad ROW that can accommodate the trail without altering/moving the railroad tracks
- ☐ Requires obtaining an easement for proposed trail alignment
- ☐ Requires re-routing proposed trail alignment along existing streets
- ☐ Requires permitting and moving/re-aligning railroad tracks

**j. Gap Closures**

- ☐ No parallel pedestrian paths or sidewalks currently exist in project area
- ☐ No parallel bicycle paths or lanes currently exist in project area
- ☐ Trail connects to three (3) or more existing non-motorized facilities
- ☐ Trail connects to two (2) existing non-motorized facilities
- ☐ Trail connects to one (1) existing non-motorized facility
- ☐ Trail does not connect to any existing non-motorized facility

**k. Segment score in the MBSST Master Plan** \_\_\_\_\_. *To be filled in by RTC staff upon adoption of the Master Plan*

**PART III**  
**Project Budget & Funding Plan**  
**CAPITAL PROJECTS**

*Complete both sections A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"*

**A. Cost/Funding Summary**

*Enter the amount to be expended for each project phase in each fiscal year by funding source.*

*Totals should calculate automatically if electronic file is used.*

<b>Project Title:</b>	
-----------------------	--

*Round figures to the nearest thousand dollars*

Sources (Specify fund source type - ex. RSTP,STIP, AB2766, Local, TDA, etc)	Source Total	Committed or Uncommitted?	Phase of Work			
			Env'l (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
New Funds Requested from RTC:	\$0	Uncommitted	\$0	\$0	\$0	\$0
Source 2:	\$0		\$0	\$0	\$0	\$0
Source 3:	\$0		\$0	\$0	\$0	\$0
Source 4:	\$0		\$0	\$0	\$0	\$0
Source 5:	\$0		\$0	\$0	\$0	\$0
Source 6:	\$0		\$0	\$0	\$0	\$0
Source 7:	\$0		\$0	\$0	\$0	\$0
<i>Total</i>	\$0		\$0	\$0	\$0	\$0

Fiscal Year each component to begin						
			Env'l (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

**PART III**  
**Project Budget & Funding Plan**  
**CAPITAL PROJECTS**  
**B. "Detailed Cost Estimate"**

**SAMPLE**

(Replace with categories appropriate to your project. Shown below are examples only.)

<b>Project Title:</b>	
-----------------------	--

Item No.	Engineer's Estimate				
1	Environmental Studies and Permits			\$0	
2	Plans, Specifications, and Estimate			\$0	
	<b>RIGHT OF WAY</b>				
3	Right of Way Acquisition			\$0	
4	Right of Way Support			\$0	
5	Utility Relocation (exclude if included in construction)			\$0	
	<b>TOTAL RIGHT OF WAY COMPONENT COST</b>			<b>\$0</b>	
	<b>CONSTRUCTION (update items to match actual items for project)</b>				
	Item Description	Quantity	Units	Unit Cost	Total
6	Pavement Structural Section Work				
7	AC Overlay				\$0
8	Other AC				\$0
9	Remove & replace localized failed areas				\$0
10	Base materials				\$0
11	Shoulder backing				\$0
12	Other structural section work (Identify)				\$0
13	Hardware Upgrades				\$0
14	Guardrail				\$0
15	Signals and lighting				\$0
16	Other (describe)				\$0
17	Bridge Upgrades				\$0
18	Grading				\$0
19	Drainage Rehabilitation				\$0
20	Utility Relocation				\$0
21	Traffic Control				\$0
22	Traffic stripes, pavement markers and markings				\$0
23	Other (Identify: e.g., Mobilization Cost, Hazardous Waste				\$0
24	Mitigation, Force Account, day labor, etc.)				\$0
25					\$0
26	Construction Support				\$0
	<b>SUBTOTAL CONSTRUCTION ITEMS</b>				<b>\$0</b>
			<b>CONTINGENCY</b>		<b>\$0</b>
	<b>TOTAL CONSTRUCTION COST</b>				<b>\$0</b>
<b>Total Cost</b>					<b>0</b>

**PART III**

**Project Budget & Funding Plan**

***Non-Capital Projects (e.g. Programs)***

*Complete both sections A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"*

***A. Cost/Funding Summary***

*Provide information on the amount to be expended for each project phase by funding source.  
Totals should calculate automatically if electronic file is used.*

<b>Project Title:</b>	
-----------------------	--

Component - sample only, modify to match your project							
Sources (Specify fund source type - ex. RSTP, Local, STIP, AB2766, etc)	Staff - Admin	Staff - Operations	Consultant Services	Other Services (specify)	Materials	Other (specify)	Source TOTAL
<b>Total Cost by component</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Funds Requested from RTC:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 2:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 3:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 5:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 6:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 7:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 8:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Fiscal Year each component to begin</b>							

**Pending Funds:** Highlight any funds that are yet not secured, describe below status/anticipated receipt date:

**PART III**  
**Project Budget & Funding Plan**  
***Non-Capital Projects (e.g. Programs)***  
***B. "Detailed Cost Estimate"***

***SAMPLE***

*(Replace with categories appropriate to your project. Shown below are examples only.)*

<b>Project Title:</b>						
<b>TASK</b>	<b>Total Cost</b>	<b>Operations/ Staffing</b>	<b>Consultant</b>	<b>Materials</b>	<b>Other</b>	<b>Timing (month/yr)</b>
Project Development/Initiation						
Project implementation						
Hire consultant						
Public outreach						
Collect, compile data						
Evaluate program success						



## **PART IV**

### **Agency Certification and Assurances**

I, \_\_\_\_\_, as authorized representative of \_\_\_\_\_ (agency) hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

1. The project implementing agency possesses legal authority to nominate federal-aid projects and to finance, acquire, construct, and/or implement the proposed project and I am authorized to nominate projects for funding from the Regional Transportation Commission (RTC);
2. This project is among the highest priorities for this agency;
3. The proposed transportation investments have received the full review and vetting required by law;
4. Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;
5. The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;
6. The agency will commit the funds necessary to ensure this project is fully funded;
7. If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;
8. The agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;
9. Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved by the applicable federal or state agency (FHWA, FTA, Caltrans, etc) and that the project will be carried to completion with reasonable diligence;
10. The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations; and
11. The agency shall comply with all reporting requirements outlined by FHWA, RTC and/or Caltrans, as applicable.

Signed \_\_\_\_\_ Date \_\_\_\_\_

Printed (Name and Title) \_\_\_\_\_

Agency \_\_\_\_\_

### **RSTP Eligible Activities (Source: Caltrans, based on MAP-21):**

- (1) Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.
- (2) Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.
- (3) Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
- (4) Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
- (5) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- (6) Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- (7) Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- (8) Highway and transit research and development and technology transfer programs.
- (9) Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
- (10) Surface transportation planning programs.
- (11) Transportation alternatives.
- (12) Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (13) Development and establishment of management systems <sup>1</sup>
- (14) Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g).

(15) Projects relating to intersections that-

(A) have disproportionately high accident rates;

(B) have high levels of congestion, as evidenced by-

(i) interrupted traffic flow at the intersection; and

(ii) a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and

(C) are located on a Federal-aid highway.

(16) Infrastructure-based intelligent transportation systems capital improvements.

(17) Environmental restoration and pollution abatement in accordance with section 328.

(18) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.

(19) Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.

(20) Recreational trails projects eligible for funding under section 206.

(21) Construction of ferry boats and ferry terminal facilities eligible for funding under section 129(c).

(22) Border infrastructure projects eligible for funding under section 1303 of the SAFETEA-LU (23 U.S.C. 101 note; Public Law 109-59).

(23) Truck parking facilities eligible for funding under section 1401 of the MAP-21.

(24) Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.

(25) A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.

(26) Construction and operational improvements for any minor collector if

(A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;

(B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and

(C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).