



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

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**AGENDA**  
**Thursday, August 18, 2016**  
**1:30 p.m.**  
**RTC Conference Room**  
**1523 Pacific Avenue, Santa Cruz, CA**

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

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

4. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

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

5. Approve Minutes of the April 21, 2016 ITAC meeting – *Page 3*
6. State Highway Operation and Protection Program (SHOPP) Semi-Annual Project List – *Page 8*

**REGULAR AGENDA**

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. 2016 Surface Transportation Block Grant Program (STBG) - Preliminary Staff Recommendations – *Page 11*
  - a. Staff report
  - b. Preliminary Staff Recommendations
9. Caltrans California Transportation Plan – *Page 20*
  - a. Memorandum and Presentation from Kelly McClendon, Caltrans District 5
  - b. Attachments

10. Caltrans Complete Streets Efforts – *Page 25*
  - a. Memorandum and Presentation from Kelly McClendon, Caltrans District 5
  - b. Attachments
11. November 2016 Transportation Ballot Measure Update – *Page 32*
  - a. Staff Report
12. Next Meeting - The next ITAC meeting is scheduled for September 15, 2016 at 1:30pm in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Adjourn

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

**TITLE VI NOTICE:** The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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

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**DRAFT MINUTES**

Thursday, April 21, 2016 1:30 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

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  
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)  
Chris Schneider, Santa Cruz Public Works  
Sasha Tepedelenova, Association of Monterey Bay Area Governments (AMBAG)  
Steve Wiesner, County Public Works

**STAFF PRESENT**

Ginger Dykaar  
Rachel Moriconi  
Karena Pushnik

**OTHERS PRESENT**

Mark Dettle, Santa Cruz Public Works  
Kelly McClendon, Caltrans (by phone)

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- 1. Call to Order:** Chair Wiesner called the meeting to order at 1:30 p.m.
  - 2. Introductions:** Self introductions were made.
  - 3. Oral Communications:**
    - Rachel Moriconi reminded members about Bike to Work Week (including Bike to Work Day on May 12), which is one of the programs funded by the Regional Transportation Commission (RTC).
    - Scott Hamby appreciated Caltrans staff for presenting information about the Highway 17 Access Management Plan to Scotts Valley City Council.
  - 4. Additions or deletions to consent and regular agendas:** Item 6 was moved to the end of the agenda. Handouts were provided for Item 7 on the Metropolitan Transportation Improvement Program (MTIP), Item 8 on the most recent METRO service modification proposals, and Item 9 regarding the November 2016 Transportation Improvement Plan public outreach materials.

**CONSENT AGENDA**

- 5. Approved Minutes of the February 18, 2016 ITAC meeting** (*Schneider/Fleisler*). *The motion passed unanimously by all members present.*

## REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents – *Item was moved to the end of the agenda.*
7. Metropolitan Transportation Improvement Program for FFY 2016-17 to FFY 2019-20

Sasha Tepedelenova provided an overview of the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Improvement Program (MTIP) – a federally mandated document which identifies projects that have been approved for federal transportation funds and/or are regionally significant. Projects must be listed in the document in order to begin reimbursable work. She reviewed the process and timeline for projects being added to or amended in the document.

8. Update on the METRO Comprehensive Operational Analysis Proposals

Barrow Emerson, METRO provided an update on the METRO Comprehensive Operational Analysis which determined bus service operational costs should be reduced by \$6.5 million. METRO is seeking public input on the preliminary proposed service changes through a wide range of public outreach mechanisms, including public meetings/hearings, a website (which will be updated with the most up-to-date proposals), a Frequently Asked Questions (FAQ) document, and “pop-ups” at community events and locations.

Since March there have been some minor changes to the proposal, which include changing the frequency, days, and service hours for some bus routes; the roads used for certain routes; and elimination of routes with low ridership. METRO may also evaluate when it might be appropriate to replace regular fixed-route bus service with lifeline service or alternate services. The METRO board will take final action on June 24 in coordination with the FY16/17 budget adoption. Some of the funds previously used for operations are needed to match grants to address the backlog of METRO’s capital projects. He noted that at this time no ParaCruz paratransit cuts are planned, but the proposed sales tax measure for transportation is critical for preventing paratransit cuts.

*Barrow left meeting – 2:10pm*

9. November 2016 Transportation Improvement Plan – Outreach Ideas

Karena Pushnik provided an overview and update on the proposed November 2016 Transportation Improvement Plan (TRIP), shared public outreach materials regarding components of the plan, and requested the committee provide additional ideas and assistance with providing the community with information regarding transportation needs and how new local funding could help.

Committee members expressed support for the 2016 Transportation Improvement Plan discussing the dire funding situation for maintenance of the existing transportation network and the challenge of planning for mobility into the future. Members also suggested that it is important to communicate what will happen if new funding is not generated: projects that cannot happen, roadway conditions will decline even more, agencies will be unable to provide matching funds needed to secure grant funds; and the importance of transportation projects for generating jobs.

Members made the following suggestions: presentations to groups (Santa Cruz Cycling Club, American Public Works Association, Rotary, college/university student groups, City of Santa Cruz Public Works Committee, trade groups, etc), link TRIP information on ITAC member agency websites and social media networks, outreach to colleges and neighborhoods, and providing information on community television. Committee members will pursue getting a letter signed by all the public works directors to underscore the critical need and benefits for local communities from the 2016 Transportation Improvement Plan.

**10. 2011-2012 California Household Travel Survey Results for Santa Cruz County**

Ginger Dykaar presented information on the California Household Travel Survey, including data on Santa Cruz County travel patterns. She provided information regarding mode shares for all trips (U.S. Census data sets focus only on commute trips and the typical way individuals travel to work the week they are asked for information); information on trip lengths; and the number of trips taken between different locations. This and other data from the CHTS could be useful when agencies are seeking grants. She invited agencies to contact her if they would like copies of the data set. The committee discussed data collection methods and data limitations, and suggested analysis be done on how information from this survey compares to other traffic and travel data.

**11. California Strategic Highway Safety Plan 2015-2019 (SHSP)**

Ginger Dykaar provided an overview of the State's Strategic Highway Safety Plan (SHSP), which is aimed at reducing the number of fatalities to zero and significantly reducing injuries on roadways. The Implementation Plan is a companion document that identifies actions towards meeting goals for different challenge areas – such as reducing fatalities and severe injuries (F&SI) for intersections and interchanges; pedestrians; bicyclists; in work zones; distracted and drunk driving; among others. Ms. Dykaar noted that Santa Cruz County has one of the highest F&SI rates in the state and the highest in the greater San Francisco Bay Area. Committee members requested that RTC staff provide statistics on the F&SI collisions for Santa Cruz County separated by challenge areas. Ms. Dykaar noted that a significant amount of information is available in the Caltrans' TIMS database. Committee members noted that statistics only include incidents that are reported by individuals and that most local police departments do not maintain statistics on collisions that do not involve injuries or only include property damage.

*Mark Dettle left the meeting.*

**12. State Transportation Improvement Program (STIP) Updates**

Rachel Moriconi reported anticipated California Transportation Commission (CTC) staff recommendations for the 2016 State Transportation Improvement Program (STIP). She reminded members that the CTC has to delay most projects and will delete over \$750 million in projects statewide due to gas tax revenue shortfalls. Following questions from committee members, Ms. Moriconi emphasized that project sponsors should continue to move forward quickly with their projects and seek an allocation of their programmed STIP funds when they are ready to proceed, regardless of the year the funds are programmed by the CTC. If at that time the CTC is not able to allocate the funds, RTC will substitute some of the region's unprogrammed Surface Transportation Block Grant Program (STBG) (formerly Regional Surface Transportation Program (RSTP)) funds for the STIP funds. She noted that

construction funds for one project are being deleted from the 2016 STIP, but would be a priority for reprogramming in the 2018 STIP.

### **13. Upcoming Funding Opportunities:**

Rachel Moriconi encouraged agencies to submit applications for several upcoming regional, state, and federal funding opportunities. Some agencies expressed interest in working collaboratively to develop information for some grants – such as disadvantaged community statistics, maps, and/or health and safety data. Upcoming funding opportunities include:

- i. 2016 RTC Call for Projects: Anticipated to be released in early May 2016, with applications due in July 2016. \$7 million from the Surface Transportation Block Grant Program (STBG) (formerly called "RSTP") is available for new projects. She noted that staff is recommending that the RTC prioritize projects based on criteria identified at the January 2016 ITAC meeting and staff recommends that the RTC program the funds in September 2016 (following committee and public review).
- ii. Active Transportation Program (ATP): The Cycle 3 Call for Projects includes FY19/20 and 20/21 state funding years totaling approximately \$240M. Applications due: June 15, 2016. <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-3.html>
- iii. Highway Safety Improvement Program (HSIP): Applications expected to be due in July 2016. [http://dot.ca.gov/hq/LocalPrograms/HSIP/apply\\_now.htm](http://dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm)
- iv. Environmental Enhancement and Mitigation (EEM) Program: Applications due July 12, 2016. [http://resources.ca.gov/bonds\\_and\\_grants/eemp/](http://resources.ca.gov/bonds_and_grants/eemp/)
- v. California Urban Rivers Grant Program. Final guidelines are expected to be released in Summer 2016. Applications are anticipated due Fall 2016. [http://resources.ca.gov/bonds\\_and\\_grants/grant\\_programs/](http://resources.ca.gov/bonds_and_grants/grant_programs/)
- vi. FTA 5339(b) Bus and Bus Facilities grant. Applications due May 13, 2016 <http://www.grants.gov/web/grants/view-opportunity.html?oppId=282624>
- vii. FTA 5339(c) Low or No Emission Program (Low-No Program). Applications due May 13, 2016. <http://www.grants.gov/web/grants/view-opportunity.html?oppId=282627>
- viii. Federal Earmark Repurposing. Staff reported that most of the unobligated funds that were designated to specific projects through earmarks in the past 2 decades are still going to be used for those projects and that statewide Caltrans anticipates that significantly less funding is available to redirect to other projects. Since no projects in Santa Cruz County have earmarks that are not being used, staff does not anticipate any of the repurposed funds being made available to local projects.

### **6. Status of ongoing transportation projects, programs, studies and planning documents**

Public Works Departments stated that several pavement projects will be under construction this spring and reported that agencies communicate with the Transit District in advance of starting construction.

Caltrans - Kelly McClendon reported that Caltrans staff will be meeting with three counties (Santa Cruz, San Benito, and Monterey) and the City of Watsonville to provide information on the Route 129 Realignment project near the tri-county border, including the detour and road closure plans. He also encouraged agencies to participate in the California Bicycle/Pedestrian Plan development and regional forum in San Luis Obispo on May 5, 2016.

- 14.** The next ITAC meeting will be held on **May 26 at 1:00pm** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. This is one week later than the regular schedule and a

slightly earlier hour. The meeting will be followed by the 2016 RTC Call for Projects Application Workshop at 2:30pm.

- 15.** The meeting adjourned at 3:45 p.m.

*Minutes prepared by: Rachel Moriconi*

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# **PROGRAMMED/FUNDED SHOPP PROJECTS** **in Santa Cruz County** **July 2016 Semi-Annual List**

Route	Post Miles	EA Project Identifier	PPNO	Project Description	Project Name	Current Project Phase	Ready To List (Target)	Project Manager Phone # Email	Cost (\$1,000) CON/RW
<b>Programmed in 13/14 FY</b>									
9	3.8/18.7	0Q590 0500000317	1988	At and near Boulder Creek at various locations, from 0.9 mile south of Glangary Road to 0.2 mile north of McGaffigan Mill Road. Pollution source control.	Hwy 9 Source Control	CON	5/13/2014(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$2,000 Award/\$46
1	20.2/37.4	1C860 0513000004	2436	Near the city of Santa Cruz, from north of Western Avenue to the San Mateo County line. Rehabilitate pavement. <b>(Note: Includes work from 05-1C310)</b>	Santa Cruz 1 North CAPM	CON	6/4/2014(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$10,951 Award/\$0
<b>Programmed in 14/15 FY</b>									
VAR	VAR	0R510 0500000363	2235	In Monterey and Santa Cruz counties at various locations on Routes 1, 9, 68, and 218. Upgrade pedestrian curb ramps. <b>(Project in SCr; some work in MON)</b>	Monterey - Santa Cruz ADA	CON	4/2/2015(A)	Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov	\$1,226 Award/\$300
1	16.9/17.1	1A870 0512000034	2341	In the city of Santa Cruz, from the northbound on-ramp from southbound Route 17 to the northbound off-ramp to Ocean Street. Restripe and widen shoulders.	Santa Cruz 1/17 Shoulder Widening	CON	5/22/2015(A)	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$1,279 Award/\$0
129	9.5/10.0	0T540 0500000857	2285	In Santa Cruz County, west of Chittenden Road. Improve roadway alignment.	Hwy 129 Realignment	CON	4/1/2015(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$5,456 Award/\$101
VAR	VAR	1G190 0514000123	2589	In Santa Barbara, Monterey, San Benito, San Luis Obispo and Santa Cruz counties at various locations. Replace overhead signs with retro-reflective sheeting. <b>(Project in SB; some work in SCr)</b>	Replace Overhead Signs	CON	5/26/2015(A)	Aaron Henkel 805-549-3084 aaron.henkel@dot.ca.gov	\$1,871 Award/\$5
VAR	VAR	0J490 0514000120	4900	In Santa Barbara, Monterey, San Benito, Santa Cruz, and San Luis Obispo counties at various locations. Upgrade highway signs and lighting. <b>(Project in SB; some work in SCr)</b>	Exit Retrofit Signs	CON	5/12/2015(A)	Lisa Lowerison 805-542-4764 lisa.lowerison@dot.ca.gov	\$6,578 Award/\$0
VAR	VAR	1G280 0514000134	2592	In Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz counties at various intersections. Upgrade signalized intersections to include Accessible Pedestrian System (APS) push buttons and countdown pedestrian heads. <b>(Project in SB; some work in SCr)</b>	Accelerated APS	CON	6/16/2015(A)	Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov	\$1,251 Award/\$20
<b>Programmed in 15/16 FY</b>									
17	0.7/1.4	0Q600 0500020290	1989	In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Storm water mitigation.	Hwy 17 Storm Water Mitigation	PS&E/RW	5/2/2016(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$8,543/\$37

NOTE: For general information about the SHOPP program contact Cindy Simeroth at (805) 549-3788 or cindy.simeroth@dot.ca.gov  
 \*List is provided in January and July of each year.





## PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

1	R7.5/17.4	1C100 0512000074	2358	In and near the city of Santa Cruz, on Route 1, also on Route 17 (PM 0.0/6.3) at various locations. Construct roadside paving, access gates, and relocate facilities.	Santa Cruz Worker Safety	PS&E/RW	6/15/2016	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$1,222/\$0
17	8.3/9.4	0T980 0500020244	2311	Near Scotts Valley, from south of Sugarloaf Road to 0.1 mile south of Laurel Road. Shoulder widening and concrete guardrail.	Hwy 17 Shoulder Widening and Concrete Guardrail	CON	6/25/2015(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$6,050 Award/\$250
1, 17	VAR	1H200 0516000036	N/A	In Santa Cruz County at various locations on Routes 1 & 17. Replace/repair failed drainage systems at various locations.	Repair Failed Drainage Systems	CON	N/A	Lance Gorman 805-549-3315 lance.gorman@dot.ca.gov	\$150/\$0
1	R7.8/9.5	1G800 0515000107	2616	In and near the cities of Santa Cruz and Scotts Valley on Routes 1 and 17 at various locations; also in Monterey County on Route 101 in Salinas (PM 85.7/R89.8). Drought conservation improvements. <b>(Project in MON &amp; SCR Counties.)</b>	Upgrade Irrigation Systems for Drought Conservation	CON	N/A	Lance Gorman 805-549-3315 lance.gorman@dot.ca.gov	\$600/\$0

### Programmed in 16/17 FY

129	1.8/9.5	1F030 0513000037	2476	Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road; also from the Santa Cruz/San Benito County line to School Road (PM 0.0/0.4). Place open graded friction pavement and upgrade guardrail. <b>(Project in SCR; some work in SBT)</b>	129 Open Grade Overlay and MBGR Upgrade	PS&E/RW	12/15/2016	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$5,508/\$61
152	3.7/8.3	1G400 0515000009	2598	Near Watsonville, from the Casserly/Carlton Road intersection to the Santa Clara County line. Construct rumble strip and place pavement striping and marking.	SCR 152 Centerline Rumble Strip	PS&E/RW	5/6/2016(A)	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$270 Vote/\$0
1	3.9/4.2	1H700 0516000143		In Santa Cruz County on Route 1 at Buena Vista Undercrossing. Repair failed drainage system and install erosion control measures.	Buena Vista Drainage Repair	CON	N/A	Lance Gorman 805-549-3315 lance.gorman@dot.ca.gov	\$750/\$10
Mon, SCR, SBT - Var	Various	1G910 0515000136	N/A	In Monterey, Santa Cruz and San Benito Counties, on various routes at various locations. Signs. <b>(Project in MON; some work in SCR &amp; SBT)</b>	North District One Way Signs	PS&E/RW	12/20/2016	Aaron Henkel 805-549-3084 aaron.henkel@dot.ca.gov	\$405/\$0

### Programmed in 17/18 FY

1	10.2/17.5	1C850 0512000240	2432	Near the city of Santa Cruz, from North Aptos Underpass to Route 9. Rehabilitate pavement.	SCR-1 Pavement Overlay	PA&ED	2/1/2018	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$14,971/\$0
152	1.3/R2.0	1E020 0513000025	2464	In Watsonville, from Wagner Avenue to Holohan Road. Construct pedestrian infrastructure.	SCR 152 ADA	PS&E/RW	1/11/2018	Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov	\$1,709/\$195
17	0.1/0.4	1C670 0512000194	2422	Near the city of Santa Cruz, from southbound exit ramp to Route 1 to entrance ramp from Pasatiempo Drive. Widen shoulder and construct retaining wall.	Pasatiempo Shoulder Widening	PA&ED	4/2/2018	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$5,713/\$93

NOTE: For general information about the SHOPP program contact Cindy Simeroth at (805) 549-3788 or cindy.simeroth@dot.ca.gov

\*List is provided in January and July of each year.



## PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

9	22.1/23.8	1C650 0512000185	2418	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Widen shoulders, replace guardrail and construct centerline rumble strips.	Hwy 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips	PA&ED	6/28/2018	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$7,658/\$10
129	3.0/3.5	1F350 0513000103	2506	Near Watsonville, realign Carlton Road. Construct a new intersection and a left-turn channelization.	Hwy 129/Carlton Rd. Accel and Decel Lanes	PA&ED	3/29/2018	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$2,700/\$135
17	0.7/1.4	0Q601 0514000145	1989Y	In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Landscape mitigation for PPNO 1989.	Hwy 17 Source Control Landscape Split	PS&E/RW	3/5/2018	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$507/\$0

### Programmed in 18/19

1	R0.0/R8.1	1C980 0513000021	2452	In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment. <b>(Project in MON; some work in SCR.)</b>	MON SCR Roadside Safety	PA&ED	3/28/2019	Aaron Henkel 805-549-3084 aaron.henkel@dot.ca.gov	\$2,765/\$0
1	VAR	1F520 0514000005	2585	Near the city of Santa Cruz, on Routes 1 and 17 at various locations. Bridge rail replacement and upgrades.	Santa Cruz Bridge Rails	PS&E/RW	7/2/2018	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$4,167/\$0
17	6.0/12.6	1F760 0514000051	2538	In and near Scotts Valley, from north of Santa's Village Road to the Santa Clara County line. Pavement rehabilitation	North Route 17 CAPM	PS&E/RW	7/16/2018	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$15,381/\$7
VAR	VAR	1G160 0514000118	2590	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install Accessible Pedestrian Signals (APS).	Santa Cruz County APS	PA&ED	1/11/2019	Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov	\$1,337/\$11
VAR	VAR	1G310 0514000140	2595	In Monterey, Santa Cruz and San Benito counties, on various routes at various locations. Replace and install advance curve warning signs. <b>(Project in MON; also in SCR &amp; SBT Counties)</b>	Warning Sign Upgrades	PA&ED	5/1/2019	Richard Rosales 805-549-3065 richard.rosales@dot.ca.gov	\$1,852/\$48

### Programmed in 19/20

9	0.1/7.5	1F920 0514000075	2569	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements.	SCR 9 South Drainage and Erosion Control Improvements	PA&ED	5/4/2020	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$2,356/\$214
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(A) = Actual date RTL was achieved.

Minor A Projects

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

NOTE: For general information about the SHOPP program contact Cindy Simeroth at (805) 549-3788 or cindy.simeroth@dot.ca.gov

\*List is provided in January and July of each year.

**TO:** Regional Transportation Commission (RTC) Advisory Committees

**FROM:** Rachel Moriconi, Sr. Transportation Planner

**RE:** *2016 Surface Transportation Block Grant Program (STBG) - Preliminary Staff Recommendations*

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**RECOMMENDATION:**

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on preliminary staff recommendations for the *2016 Surface Transportation Block Grant Program (STBG) (Attachment 1)* and make Committee recommendations to the Regional Transportation Commission (RTC).

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**BACKGROUND**

The Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive funds from a variety of state and federal programs. These include the region's shares of federal Surface Transportation Block Grant Program (STBG) funds –*previously known as the Regional Surface Transportation Program (RSTP)*.

STBG funds can be used on a variety of projects, as set forth in the Federal transportation act – currently called the "FAST Act"- and Title 23 of U.S. Code, Section 133(b). These include: highway, local street and road, transit and paratransit capital, bicycle, pedestrian, carpool, safety, rail and bridge projects that are consistent with the *Regional Transportation Plan (RTP)*. Funds cannot be used for general operations or maintenance. The RTC selects projects to receive funds through a competitive application process based on criteria approved by the RTC. The RTC also considers input received from RTC's advisory committees and during a public hearing. Approved projects are programmed in the RTC's *Regional Transportation Improvement Program (RTIP)*.

Approximately \$7 million of the region's share of Surface Transportation Block Grant Program (STBG) funds are available for new projects through FY17/18. *This is the amount remaining after subtracting \$224,813 that the County of Santa Cruz receives directly each year from the region's share, previously committed RSTP funds, and funds that may be needed to prevent delays to previously programmed STIP projects that otherwise will be ready to be delivered through FY17/18. Due to*

*a significant drop in gas tax revenues available for projects previously approved for State Transportation Improvement Program (STIP) funds, the California Transportation Commission (CTC) has delayed most projects and deleted over \$750 million in projects statewide. Earlier this year, the RTC approved substituting a portion of the region's share of STBG funds for STIP funds if projects are ready to proceed before the STIP funding is available.*

## DISCUSSION

Applications for the region's share of Surface Transportation Block Grant Program (STBG) funds were due July 14, 2016. Project sponsors submitted 22 applications requesting \$13.7 million. Attachment 1 summarizes the projects submitted by project sponsors and preliminary staff recommendations. Project applications are posted on the RTC website <http://www.sccrtc.org/funding-planning/project-funding/>.

### Project Evaluation

The RTC selects projects to receive STBG funds on a competitive basis and funds cannot be suballocated based on a formula distribution. While \$7 million is a significant amount of funding, Santa Cruz County transportation agencies have identified an immediate backlog of over \$500 million needed to preserve existing infrastructure, fill gaps in the transportation network, reduce injury and fatal collisions, and meet regional, state, federal, and local mandates. Through 2035 the total funding deficit increases to over \$2 billion, as discussed in the Regional Transportation Plan (RTP). Given the very limited amount of funding available, it is important to ensure that funds are directed to projects that maximize improvements to the region's multimodal transportation network. Consistent with federal and state requirements, in May 2016, the RTC approved several factors to be considered when evaluating projects for this year's STBG program. The RTC directed staff to give the highest priority to projects that address one or more of the first four criteria.

- 1. Number of people served by project**
- 2. Safety**
- 3. Preservation of existing infrastructure**
- 4. Reduce vehicle miles traveled, air pollution, greenhouse gas emissions and/or fuel consumption**
5. Improve access for all modes, especially to and within key destinations
6. Change in travel times and travel time reliability and efficiency of the transportation system, including transit
7. Change in passenger, freight and goods movement efficiency
8. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
9. Inclusion in the 2014 RTP "constrained" project list, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
10. Consistency with the Monterey Bay Area Complete Streets Guidebook

11. Public engagement, in identification of the project as a priority and during project planning and implementation
12. Funding (if all other funding is secured and amount of match)
13. Deliverability (if there are barriers to project schedules)

### Recommendations

**Staff recommends that RTC advisory committees provide input on preliminary staff recommendations and make recommendations to the RTC for approximately \$7 million in Surface Transportation Block Grant Program (STBG) funds (Attachment 1).** In most cases, project sponsors have indicated that they would be willing to accept partial awards, though might have to scale back the project scope.

Consistent with the evaluation criteria noted above, the staff recommendations focus these limited funds to projects that serve the greatest number of users, have demonstrated safety needs, preserve existing transportation infrastructure and programs, and/or would do the most to reduce the number of miles driven and associated air pollution and greenhouse gas emissions. For roadway system preservation projects, staff also prioritized roadways that serve multiple modes (e.g. facilities that also serve buses, bicyclists and/or pedestrian use).

### Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their August 2016 meetings. Staff will consider input from committees when developing its final staff recommendations. Committee recommendations and final staff recommendations will be presented at the September 1, 2016 Regional Transportation Commission meeting. The RTC is scheduled to select projects to receive available STBG funds following a public hearing at that meeting.

### **SUMMARY**

The RTC is responsible for selecting projects to receive certain state and federal funds, including the region's share of funds from the federal Surface Transportation Block Grant Program (STBG). Approximately \$7 million in new STGB funds are available for programming to projects in Santa Cruz County through FY17/18. Staff is seeking input from advisory committees on projects proposed to receive these limited funds. A public hearing is scheduled for the September 1, 2016 RTC meeting to take final actions to select projects to receive the funds.

### Attachment:

1. 2016 STBG Applications Received and Preliminary Staff Recommendations

# Attachment 1

## 2016 STBG Applications and Preliminary Staff Recommendations

\$7M Available through FY17/18

#	Agency	Project Name	Description	Total Cost	Funds Requested	RTC Staff Recommendation	RTC Staff Comments/Conditions
1	County of Santa Cruz	Aptos Village Phase 2	Construct new traffic signal and railroad crossing at Soquel Drive/Aptos Creek Road. Includes road widening, center turn lane, sidewalks (750 feet), bike lanes, drainage infrastructure, new street (Parade St), and pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and Aptos Creek Rd.	\$2,000,000	\$800,000	\$650,000	High use, major arterial (Soquel Dr), multi-modal, community revitalization project. Includes improved safety and access for bikes, pedestrians, and transit riders; system preservation. RTC has previously awarded \$690k RSTPX to project. <b>Condition: Include bike parking racks as part of project. Consider transit prioritization for signal.</b>
2	County of Santa Cruz	Branciforte Drive Chip Seal	Asphalt Digouts, Chip Seal, and restriping of 0.62 miles of Branciforte Drive from Granite Creek to PM 2.4	\$197,000	\$174,000	\$174,000	Modest traffic volumes providing alternate route between Scotts Valley and Santa Cruz. Some bicyclist use.
3	County of Santa Cruz	Cassery Rd at Spring Hills Creek Bridge Replacement	Replace a deteriorating bridge on Cassery Road over Spring Hills Creek near the intersection of Smith Road (approx. 4 miles north of Watsonville city limits)	\$752,281	\$307,000	\$0	Bridge does need to be replaced, but due to very low traffic volumes (500 per day) it is less competitive for regional funds. RTC has previously awarded \$125k STIP to project.
4	County of Santa Cruz	Empire Grade Chip Seal	Asphalt Digout, Chip Seal, and restriping of 0.53 miles of Empire Grade from PM 13.86 to PM 14.38	\$137,000	\$121,000	\$0	Low use compared to other projects
5	County of Santa Cruz	Glen Arbor Road Recycle, Overlay, & Chip Seal	Pavement Recycling, Asphalt Overlay, Chip Seal, and restriping 0.52 miles of Glen Arbor Road from Hwy 9 at bridge to Quail Hollow Rd. The project will also include a subdrain at a point where a natural spring is causing subgrade destabilization.	\$467,000	\$413,000	\$400,000	Moderate traffic volumes. Primary roadway for Ben Lomond residents, bus route and used by bicyclists. <b>Conditions: Consider wider shoulders, bike sharrows and/or "share the road" signs given neighborhood character.</b>
6	County of Santa Cruz	Granite Creek Road Recycle & Overlay	Pavement Recycling, Asphalt Overlay, and restriping of 1.85 miles of Granite Creek Road from Scotts Valley city limits to PM 0.56	\$1,038,000	\$919,000	\$500,000	Modest traffic volumes, popular with bicyclists. <b>Partially fund construction, project can be scaled.</b>
7	County of Santa Cruz	Seacliff Village Streetscape Project	Construct sidewalks, bike lanes, bus stops, central plaza, electrical vehicle charging stations, on street parking, landscaping, and drainage infrastructure.	\$2,000,000	\$425,000	\$0	A strong, complete streets project, however Aptos Village more regionally significant. RTC has previously awarded \$587k RSTPX, plus TDA for project.
8	County of Santa Cruz	Upper East Zayante Road Chip Seal	Asphalt Digouts, Chip Seal, and restriping of 3.74 miles of Upper East Zayante Road from Summit Road to East Zayante Road	\$649,000	\$575,000	\$0	Very low use compared to other projects
9	City of Santa Cruz/Caltrans	State Routes 1/9 Intersection Improvements	Adds lanes to the Highway 1 and 9 intersection to improve operations and safety. The intersection will be upgraded to include standard lane widths, transitions, shoulders, bike lanes, lighting, sidewalks and access ramps.	\$7,850,000	\$1,770,600	\$950,000	Very high use, multimodal, regionally significant project. Some of bike/ped components of project were constructed earlier as the Highway 1 undercrossing. RTC has previously awarded \$1,329,000 STIP to project. Project requires Caltrans oversight.
10	City of Santa Cruz	Pacific Avenue Sidewalk	Construct new sidewalk and crossing on Pacific Avenue between Front Street and 55 Front St (170 ft near 2nd St/Vharf), including installation of a new accessible crossing at Front and Pacific.	\$317,690	\$285,000	\$0	City's 4th priority. Serves fewer people, sidewalk available on one side of road - unclear would increase walking rates. Low collision rate. Consider for TDA in future.
11	City of Santa Cruz	River Street Pavement Rehabilitation between Water Street and Potrero Street	Pavement rehabilitation of River Street between Water Street and Potrero Street.	\$841,733	\$745,186	\$0	Lower priority for city and meets fewer evaluation criteria than other projects in City of Santa Cruz.



#	Agency	Project Name	Description	Total Cost	Funds Requested	RTC Staff Recommendation	RTC Staff Comments/Conditions
12	City of Santa Cruz	Water Street Pavement Rehabilitation between North Branciforte Avenue and Ocean Street	Pavement rehabilitation of Water Street between North Branciforte Avenue and Ocean Street.	\$1,453,769	\$1,287,022	\$450,000	Important multimodal corridor, including several transit routes. Consider reducing length of project. <b>Condition: Add bicycle and pedestrian treatments at intersections, especially at Branciforte to reduce conflicts between motorized and non-motorized users.</b>
13	City of Scotts Valley	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation	Repace two roads, add bike lanes, and signage. Includes road markings like sharrows and green lane treatments to assist commuters, students, and recreational bikers.	\$1,265,703	\$1,114,293	\$711,000	Moderate traffic volumes, complete streets project. City may consider reducing scope to Green Hills Road due to partial funding.
14	Watsonville	Green Valley Road Reconstruction from Struve Slough to Freedom Boulevard	Reconstruct existing roadway and bike lanes and install pedestrian improvements	\$1,198,000	\$1,047,000	\$795,000	Significant traffic volumes and sidewalk upgrades needed. <b>Condition: increase sidewalk width. Consistent with Complete Streets Guidebook should ideally be 6 feet.</b>
15	Watsonville	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive.	\$160,000	\$141,000	\$140,000	Important planning effort to support all modes on a highly traveled - almost regionally significant- arterial. Serves transportation disadvantaged and is a transit corridor. <b>Condition: Expand planning effort - including public outreach to include more of Freedom Blvd. in City limits</b>
16	SCCRTC	Freeway Service Patrol: Highway 1 and Highway 17	Peak period tow trucks dedicated to patrolling highways and assisting disabled vehicles, removing incidents/collisions with CHP, and clearing obstacles impeding traffic flow.	\$300K/year	\$300,000	\$250,000	Serves peak period travelers on Hwy 1 and Hwy 17; high cost/effectiveness rating. Staff recommendation funds only 1 year of program, rather than 2. \$150k STIP programmed in FY17/18.
17	SCCRTC	Cruz511 TDM and Traveler Information Program	Cruz511 provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, park-n-ride lots and trip planning using various modes, and also provides traveler information services on traffic conditions, incidents, road and lane closures, etc. Information provided via website and traveler help desk available for personalized assistance by email or phone (429-POOL).	\$313k/year; 2 years \$626k	\$500,000	\$300,000	Consider partial funding for FY17/18.
18	Caltrans/ SCCRTC	Hwy 1 Corridor/HOV and Soquel-41st Ave Tiered Environmental Document	Funds for the Tier 1 (HOV) program-level and Tier 2 Soquel-41st Ave Aux Lanes environmental document. Additional funds needs to update technical studies & respond to comments on Draft EIR	Enviro: \$13.2M; \$600M total project cost	\$920,000	\$830,000	Most heavily used transportation facility in Santa Cruz County. Provides long term vision for the corridor, upgrades design standards and adds new bicycle and pedestrian facilities. STBG is only source available to complete environmental work/respond to comments received on draft environmental. \$13.2M CMAQ, RSTP, and STIP previously approved. <b>Condition: Work closely with Caltrans, FHWA, and consultant to limit extent of work to essential mandated items.</b>



#	Agency	Project Name	Description	Total Cost	Funds Requested	RTC Staff Recommendation	RTC Staff Comments/Conditions
19	County of SC with RTC & FHWA-CFL	Monterey Bay Sanctuary Scenic Trail - North Coast Rail Trail Phase 2 - (environmental and preliminary engineering)	Develop the preliminary engineering and environmental compliance for 2.1 miles of Class 1, 8 to 12 foot wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a non-ADA accessible path from the Bonny Doon parking lot to the rail trail.	\$1M for environmental and design phase	\$300,000	\$300,000	Strong safety benefits. Earlier this year the RTC committed to secure \$300k in order to leverage private and federal funds for environmental analysis and design. Additional funds will need to be secured for future phases, including final design and construction.
20	Ecology Action (RTC sponsor)	Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education	EA will serve approximately 34 second grade classrooms with 'feet on the ground' pedestrian safety education and 24 fifth grade classrooms with bike safety education and 'rodeos' serving a total of 58 classrooms at 11 local schools.	\$65,735	\$50,000	\$50,000	Effective program for improving safety countywide, serves transportation disadvantaged areas. RTC has funded similar programs in the past, but none for this specific effort.
21	Bike Santa Cruz County (County HSA sponsor)	Open Streets Events – Watsonville, Live Oak and Scotts Valley	Free public events that temporarily transform roadways into parks for people to bike, walk, skate and play in a safe and festive environment by temporarily blocking automobile traffic. Open Streets events in Watsonville, Live Oak and Scotts Valley, with exact locations to be determined.	\$107,415	\$60,000	\$0	Relatively low use, unknown effect in meeting evaluation criteria/stimulating increased bicycling and walking. \$50k RSTPX approved by RTC 2/7/13 for events in Watsonville and Capitola.
22	Santa Cruz METRO	3 CNG Replacement Buses	Replace three 1998, 40' low-floor diesel buses with 40' low-floor CNG buses.	\$1,650,000	\$1,402,500	\$500,000	Relatively low use (\$75/day), but consider funding one bus.
				<b>Total</b>	<b>\$13,656,601</b>	<b>\$7,000,000</b>	

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#	Project Name	Summary of Benefits	Estimated Daily Use	Sponsor Priority #	Construction/ Implementation schedule
1	Aptos Village Phase 2	Create a pedestrian friendly environment to encourage use of the businesses and community facilities throughout the Village and the new Village Common; create new infrastructure to access the Village core area for new businesses and residences; provide multi-modal facilities; and, maintain Aptos Villages' historical character.	22,000 (20k ADT + 5% bike and 5% ped)	Not Available (NA)	Summer 2017-Dec 2017
2	Branciforte Drive Chip Seal	Extend the life of this road so that it may continue to benefit the community.	4657	NA	Spring-Fall 2017
3	Casserty Rd at Spring Hills Creek Bridge Replacement	Would open up bridge to 2 lanes and remove the stop signs that had to be placed on either end of the bridge. It will also remove the possibility that the bridge may have to be completely closed down in the near future due to the failing structure.	500	NA	Spring 2018-Fall 2018
4	Empire Grade Chip Seal	Extend the life of this road so that it may continue to benefit the community.	2329	NA	Spring-Fall 2017
5	Glen Arbor Road Recycle, Overlay, & Chip Seal	Extend the life of this road so that it may continue to benefit the community.	7720	NA	Spring-Fall 2017
6	Granite Creek Road Recycle & Overlay	Extend the life of this road so that it may continue to benefit the community.	4,249	NA	Spring-Fall 2017
7	Seacliff Village Streetscape Project	Provide gateway to Seacliff Village and the Seacliff State Beach, improve multi-modal access to and through the Village, increase landscaping, formalize parking, and create a public plaza.	12k/day (10,700 ADT, plus 5% bike and 5%ped)	NA	Summer 2017-Spring 2018
8	Upper East Zayante Road Chip Seal	Extend the life of this road so that it may continue to benefit the community.	1719	NA	
9	State Routes 1/9 Intersection Improvements	Improve access and safety, reduce congestion and bottleneck, energy use and emissions. Heavily traveled, provides access for the university, Santa Cruz west side, Harvey West Area and Downtown.	Over 85,000 vehicles/day	1 of 4	Spring 2017-June 2018
10	Pacific Avenue Sidewalk	Improve pedestrian safety and walking levels through construction of new sidewalk and an improved crossing in a highly traveled corridor. Solve conflict between pedestrians and bikes, autos, and transit vehicles and creates a safer environment for all roadway users.	400 peds and bikes per day. (ADT 8350)	4 of 4	Feb 2018-Aug 2018
11	River Street Pavement Rehabilitation between Water Street and Potrero Street	Preserves existing infrastructure and improves accessibility for a multimodal arterial for all users: auto, trucks, transit, bikes and pedestrians. The method of paving may include could-in-place recycling which is a more sustainable paving practice.	10,535 ADT	3 of 4	Spring 2018

#	Project Name	Summary of Benefits	Estimated Daily Use	Sponsor Priority #	Construction/ Implementation schedule
12	<b>Water Street Pavement Rehabilitation between North Branciforte Avenue and Ocean Street</b>	Preserves existing infrastructure and improves accessibility for a multimodal arterial for all users: auto, trucks, transit, bikes and pedestrians. The method of paving may include could-in-place recycling which is a more sustainable paving practice.	22,184 (20,448 AADT; 1,742 transit trips)	2 of 4	Summer 2017
13	<b>Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation</b>	Pavement preservation, increase active transportation (biking), reduce GHG and vehicle use, increase safety, enhance public health.	8943/day	1 of 1	August 2017-May 2018
14	<b>Green Valley Road Reconstruction from Struve Slough to Freedom Boulevard</b>	Extend service life of arterial roadway and ensure safe, drivable surface for motorists and bicyclists. Replacement of existing striping and signage shall enhance safety of motorists and bicyclists. Replacement of existing paved path with concrete curb, gutter and sidewalk and replacement of non-ADA compliant curb ramps and driveways shall improve existing pedestrian facilities and extend service life.	20,181 (20,100 ADT + bikes and peds)	1 of 2	Summer 2018
15	<b>Freedom Boulevard Plan Line</b>	Vehicle, bicycle, pedestrian and transit facilities within the project area are inconsistent, incomplete, outdated and/or in need of reconstruction. Some parcels are undeveloped. Preparation of a plan line that delineates the improvements supported and needed by the community would aid in City efforts to improve and develop this segment of Freedom Boulevard.	10,500 (at Airport Blvd) to 20,100 (at Green Valley Rd)	2 of 2	Spring 2017-2018
16	<b>Freeway Service Patrol: Highway 1 and Highway 17</b>	Reduce non-recurrent congestion, which is estimated to cause 30-50% of congestion; reduce emissions caused by idling; improve safety by reducing likelihood of secondary collisions; reduce delay.	3 per day - direct;	NA	FY17/18-18/19
17	<b>Cruz511 TDM and Traveler Information Program</b>	Reduce traffic congestion, trips, VMT, greenhouse gases and improve health and air quality. Make more efficient use of the existing transportation system by shifting SOV trips to carpool, vanpool, transit, bike and walk. Provide real-time traveler information (traffic), and info on transit, carpool, bicycle and walkways.	100-350/day; website has 2500-3500 unique visitors/month	NA	FY17/18-18/19
18	<b>Hwy 1 Corridor/HOV and Soquel-41st Aux Tiered Environmental Document</b>	Analysis of options, impacts and benefits of modifying Highway 1 corridor. Reduce delay and congestion; improve travel times - especially for transit, carpools; improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.	Over 100,000 travelers/day	NA	Complete environmental phase in FY17/18

#	Project Name	Summary of Benefits	Estimated Daily Use	Sponsor Priority #	Construction/ Implementation schedule
19	Monterey Bay Sanctuary Scenic Trail - North Coast Rail Trail Phase 2 - (environmental and preliminary engineering)	Provide active transportation access along the north coast of Santa Cruz County to and from Davenport, San Vicente Redwoods and BLM Coast Dairies. The benefits of this project are to improve safety of bicyclists and pedestrians by providing a safe path off of Hwy 1, reduce greenhouse gas emissions and improve health by providing a safe alternative to driving, and improve bicycling and pedestrian access to schools, community centers, beaches, parks, and other recreation areas. Many residents and visitors already visit this beautiful area of the north coast with access to beaches, surfing, tidepooling, hiking and birding and this will only increase as San Vicente Redwoods and BLM Coast Dairies are open to the public.	800/day; 292k/year	NA	Fall 2016 to Feb. 2017
20	Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education	Reduce bicycle and pedestrian crash rates; increase helmet use; reduce 'distracted' pedestrian incidents	1536 students	1 of 1	9/16-3/18
21	Open Streets Events – Watsonville, Live Oak and Scotts Valley	Help communities achieve key sustainable transportation goals; reduce SOV trips, mitigate traffic congestion, reduce carbon emissions, and increase access and safety	5,000 per event; 15k total	1 of 1	Sept 2016-June 2018
22	3 CNG Replacement Buses	The diesel buses are beyond their useful lifespan of 12 years, and the new CNG replacements will reduce GHG emissions, be more reliable, safer and have lower maintenance costs than the diesel buses being replaced.	575 for 3 buses	1 of 1	Spring 2017

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**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Kelly McClendon, Planner, Caltrans  
**RE:** California Transportation Plan 2040 (CTP 2040)

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## **RECOMMENDATIONS**

Receive information from Caltrans District 5 Planning and about the recently-completed *California Transportation Plan 2040*.

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## **BACKGROUND**

California's landmark Global Warming Solution Act, Assembly Bill (AB) 32 (Nuñez, 2006), requires reducing the State's GHG emissions to 1990 levels by 2020, and continued reductions beyond 2020.

Executive Order (EO) S-3-05 (2005) requires continued reduction of transportation-related GHG emissions to a new standard of 80 percent below 1990 levels by 2050.

Senate Bill (SB) 391 (Liu, 2009) requires Caltrans to update the CTP every five years while showing how the state will achieve the statewide GHG reduction to meet the goals of AB 32 and EO S-3-05.

## **DISCUSSION**

Caltrans is pleased to present the update to the *California Transportation Plan*, or [CTP 2040](#). The CTP 2040 provides a long-range policy framework to meet our future mobility needs and reduce emissions. It represents the first attempt to combine and reconcile a range of existing policies, rules, and regulations. It reflects a shift in mindset by emphasizing healthy, more sustainable, lower-impact alternatives to driving single occupant vehicles. It recommends focusing on "fix it first" approaches to highway system management and preservation, while limiting capacity expansion to only the most strategic investments. It provides agencies and local governments a guide for how to meet state requirements under existing policies. It is an aspirational, unconstrained document, and its recommendations to the transportation sector are advisory.

The CTP establishes a shared Vision for California's transportation system:

*California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the State's greenhouse gas emission reduction goals and preserving the unique character of California's communities.*

## **SUMMARY**

The CTP 2040 outlines goals, policies, strategies, performance measures, and recommendations to achieve the established Vision. Additional details, including a summary of CTP Goals, are included in the attached Fact Sheet and summary memo. This policy framework may help guide local agencies and jurisdictions in transportation decision making. Its aim is to help ensure that policy decisions and investments will work congruently with CTP 2040 Goals. For the full document and associated materials, Google search "CTP 2040."

Attachments:

1. Fact Sheet
2. CTP 2040 Highlights



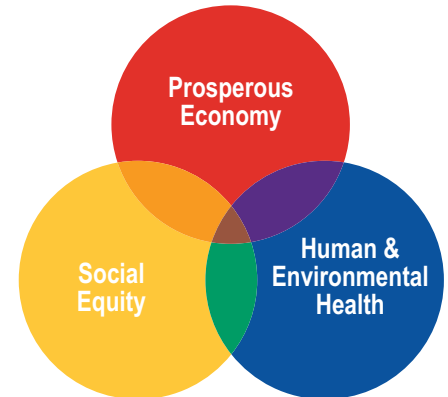
## FACT SHEET

**WHAT?** The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future statewide, integrated, multimodal transportation system**. The CTP is prepared in response to federal and state requirements and is updated every five years.

**WHY?** The purpose of the CTP is to provide a **common policy framework** (see reverse) that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

**WHEN?** The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015.

**How?** The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan (2013) for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity.



The CTP 2040 update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, performance measures and targets will be developed to assess performance of the transportation system to meet the requirements of MAP-21.\*

**Contact:** Gabriel Corley, Project Manager, at (916) 653-1305 or [gabriel.corley@dot.ca.gov](mailto:gabriel.corley@dot.ca.gov). For more information about the CTP and to participate in upcoming outreach activities, please visit our webpage at: <http://www.californiatrnsportationplan2040.org>.

\*Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal legislation authorizing and governing transportation system funding through 2014.



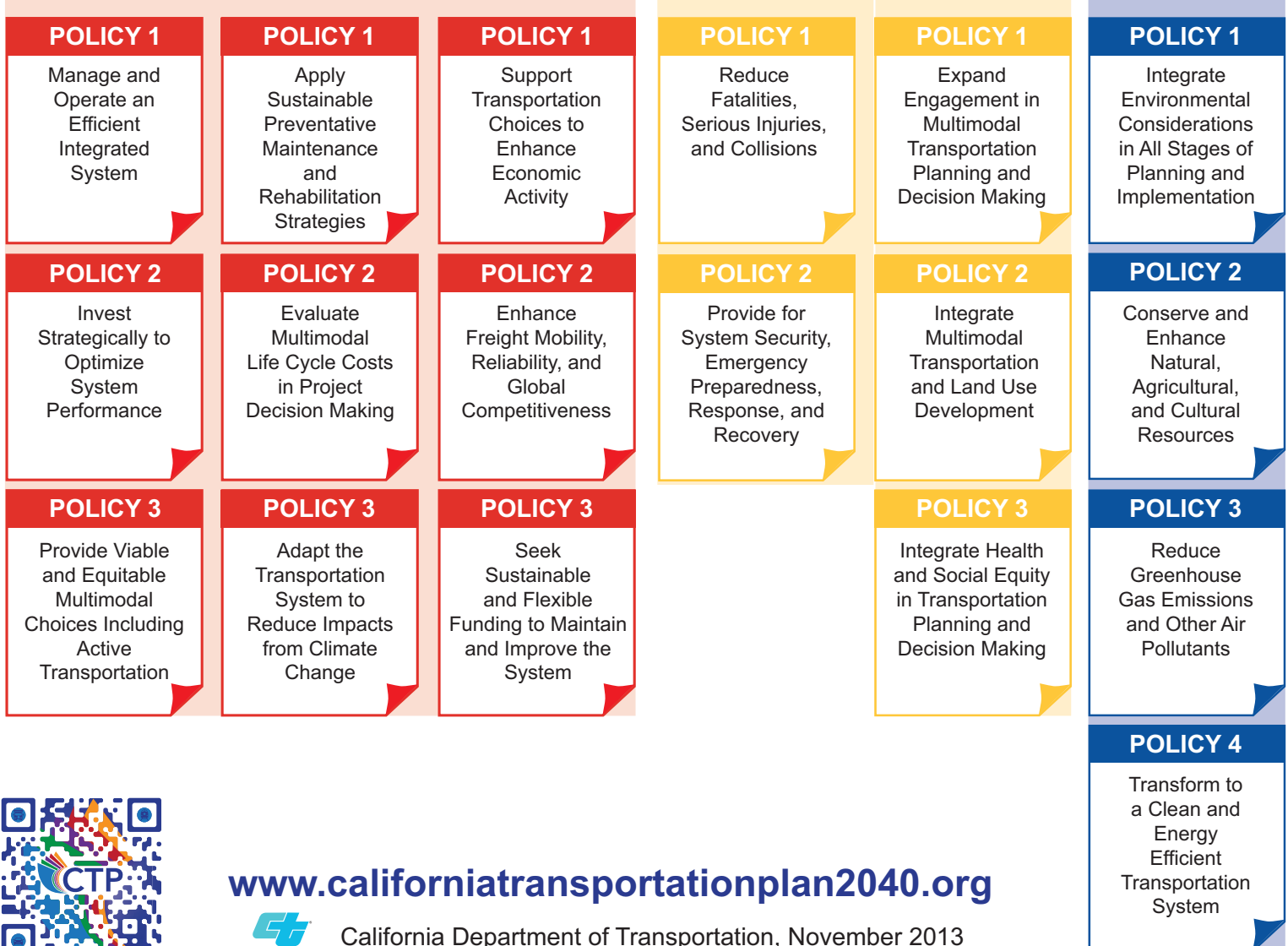
# THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

## THE GOALS



## THE POLICIES







## Highlights of CTP 2040

- Provides framework for the transportation sector to help meet state's climate goals by promoting livable communities, economic growth and emission reductions.
- Developed with extensive public outreach forums held statewide.
- Fix-it-first approach to improve operations and lower maintenance costs for our highways, roads and bridges.
- Supports deploying zero-emission vehicles and other technology innovations.
- Defines goals and strategies for a statewide, sustainable and integrated multimodal transportation system.
- Statewide reduction of GHG emissions to 1990 levels by 2020, and 80 percent below those levels by 2050.
- Includes 15 GHG reduction strategies categorized by mode shift, transportation alternatives, pricing and operational efficiency.
- Unconstrained plan that builds upon state's Interregional Plan, Freight Plan Rail Plan, Aviation Plan, Transit Plan, Bicycle & Pedestrian Plan, and RTPs.
- By 2050, Governor is committed to reducing by 50 percent current petroleum use in cars and trucks while increasing renewable energy uses.
- Features three modeling scenarios addressing GHG reduction, system performance and economic benefits by 2020, 2040 and 2050.
- Supports integrating statewide transit system linking all transit operators with one-stop ticketing and well-coordinated transfers.
- Looks less at specific projects and more at improving corridors overall.
- Promotes integrated multimodal corridor management with ITS, HOT lanes, BRT, active transportation, rail lines and new technologies such as autonomous and connected vehicles, smart parking, vehicle-to-vehicle communications and vehicle sharing and ridesharing.
- State is investing in bicycle/pedestrian infrastructure and transit as first priorities for sustainable mobility.
- California's statewide average one-way car commute was 27 minutes (2012 through 2013).
- Nearly 23 percent of household trips involved walking, biking, or taking public transportation (2013).
- Caltrans has a strategic goal to triple cycling and double walking and transit use statewide by 2020.
- Cap-and Trade Program to provide up to \$25 million annually for transit and intercity rail capital projects (10 percent of the total auction proceeds).

- Americans took 10.8 billion trips on public transportation in 2014, the highest annual transit ridership in 58 years.
- State ranks 48<sup>th</sup> in the nation in terms of highway condition (potholes and other roadway imperfections) with \$57 billion in needs identified over 10 years.
- 2015 Five-Year Infrastructure Plan calls for better focused resources, refining the assessment of maintenance needs while developing a queue of projects for completion with available funding.
- Trucks are the favored mode for receiving and shipping goods for 78 percent of California communities.
- \$1.8 billion tons of goods, valued at \$2 trillion, are shipped by trucks each year to, through and within the state.
- Current developed and operated highway system cannot accommodate projected freight growth.
- Main freight issues include the need for streamlined environmental processes, maintaining and protecting key freight rail corridors, interest in projects with both public and private benefits, and freight diversion to rail.
- By 2029, high-speed rail will transport passengers from San Francisco to the Los Angeles basin in less than three hours at 200 plus mph. Eventually, the system will extend to Sacramento and San Diego, covering 800 miles with up to 24 stations.
- California's high-speed rail system will be powered with 100 percent renewable energy and will spur infill development of housing/commercial uses near station areas.
- State is working on an integrated rail and public transportation network through the 2018 *California State Rail Plan*.
- Supports sea level rise strategies and climate change resiliency, including adaptation, managed retreat and other nature-based approaches.
- The Federal Aviation Administration is working to enable the U.S. to use one billion gallons per year of sustainable alternative jet fuels (renewable sources) by 2018.
- There are 109 federally recognized Native American Tribes statewide—the largest Native American population in the nation.
- Tribal governments contributed greatly to the CTP 2040.
- About 91 percent of these tribes reside on trust land located within five miles of a state route.
- State's current population is more than 38 million and is expected to reach 48 million by 2040.
- State has approximately 24 million licensed drivers and more than 32 million registered vehicles.
- Millennials travel 18 percent fewer miles and take four percent fewer trips than previous generations.
- Baby boomers are expected to make up 19 percent of the population aged 65 years and older by 2030.
- Funding and partner collaboration is needed to meet state's high goals.

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Kelly McClendon, Planner, Caltrans  
**RE:** Integrating Complete Streets and Climate Change Considerations in Caltrans Projects

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## **RECOMMENDATIONS**

Receive information from Caltrans District 5 Planning about ongoing efforts toward integrating Complete Streets and climate change considerations in Caltrans projects.

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## **DISCUSSION**

Caltrans is in the process of developing guidance on how programs and projects will address state and federal requirements regarding Complete Streets and climate change. All Caltrans projects, including State Highway Operation and Protection Program (SHOPP) projects, will need to demonstrate project-level performance indicators that advance climate change and emissions reduction goals. Probable performance indicators will include categories such as complete streets components and climate change mitigation/adaptation elements.

District 5 is beginning to implement these requirements through a variety of activities within the Project Initiation Document (PID) phase for the 2018 SHOPP. These activities include an initial scoping by an interdisciplinary team prior to project kickoff. This scoping includes a Complete Streets Assessment (attached), which is intended to be completed by the Planning Unit. The Complete Streets Assessment will guide Project Development Teams (PDTs) during project scoping. The PDT will determine and document the Complete Streets and Climate Change elements for compliance with existing policy.

## **BACKGROUND**

Executive Order (Eo) B-30-15 (2016) establishes a greenhouse gas emission (GHG) reduction target of 40 percent below 1990 GHG emission levels by 2030. This aggressive target requires state agencies to consider climate change in all planning and investment decisions. Eo B-30-15 requires agency decisions to be guided by the following principals:

- Priority should be given to actions that both build climate preparedness and reduce GHG emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations;
- Natural infrastructure solutions should be prioritized.

Through these principals, the state will continue its rigorous campaign to reduce the threat of climate chance.

## **SUMMARY**

2018 SHOPP PIDs will consider needs and opportunities relating to Complete Streets. PIDs will document key Complete Streets elements that have been included within the project scope. As Regional Liaison for Santa Cruz County, Kelly McClendon will be responsible for completing this assessment for most projects in the county. The workflow for completing these assessments will include coordination with applicable ITAC members, depending on project location.

### ***Attachments:***

1. Executive Order
2. PID: Complete Streets and Climate Change Assessment Form

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**EXECUTIVE ORDER B-30-15**

**WHEREAS** climate change poses an ever-growing threat to the well-being, public health, natural resources, economy, and the environment of California, including loss of snowpack, drought, sea level rise, more frequent and intense wildfires, heat waves, more severe smog, and harm to natural and working lands, and these effects are already being felt in the state; and

**WHEREAS** the Intergovernmental Panel on Climate Change concluded in its Fifth Assessment Report, issued in 2014, that "warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia" and that "continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe, pervasive and irreversible impacts for people and ecosystems;" and

**WHEREAS** projections of climate change show that, even under the best-case scenario for global emission reductions, additional climate change impacts are inevitable, and these impacts pose tremendous risks to the state's people, agriculture, economy, infrastructure and the environment; and

**WHEREAS** climate change will disproportionately affect the state's most vulnerable citizens; and

**WHEREAS** building on decades of successful actions to reduce pollution and increase energy efficiency the California Global Warming Solutions Act of 2006 placed California at the forefront of global and national efforts to reduce the threat of climate change; and

**WHEREAS** the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less by 2050 as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions of greenhouse gas emissions; and

**WHEREAS** California has established greenhouse gas emission reduction targets to reduce greenhouse gas emissions to 1990 levels by 2020 and further reduce such emissions to 80 percent below 1990 levels by 2050; and

**WHEREAS** setting an interim target of emission reductions for 2030 is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long term emission reductions; and

**WHEREAS** all agencies with jurisdiction over sources of greenhouse gas emissions will need to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change; and

**WHEREAS** taking climate change into account in planning and decision making will help the state make more informed decisions and avoid high costs in the future.

**NOW, THEREFORE, I, EDMUND G. BROWN JR.,** Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately

**IT IS HEREBY ORDERED THAT:**

1. A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050.

2. All state agencies with jurisdiction over sources of greenhouse gas emissions shall implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

3.The California Air Resources Board shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

4.The California Natural Resources Agency shall update every three years the state's climate adaptation strategy, Safeguarding California, and ensure that its provisions are fully implemented. The Safeguarding California plan will:

- Identify vulnerabilities to climate change by sector and regions, including, at a minimum, the following sectors: water, energy, transportation, public health, agriculture, emergency services, forestry, biodiversity and habitat, and ocean and coastal resources;
- Outline primary risks to residents, property, communities and natural systems from these vulnerabilities, and identify priority actions needed to reduce these risks; and
- Identify a lead agency or group of agencies to lead adaptation efforts in each sector.

5.Each sector lead will be responsible to:

- Prepare an implementation plan by September 2015 to outline the actions that will be taken as identified in Safeguarding California, and
- Report back to the California Natural Resources Agency by June 2016 on actions taken.

6.State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

7.State agencies' planning and investment shall be guided by the following principles

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

8.The state's Five-Year Infrastructure Plan will take current and future climate change impacts into account in all infrastructure projects

9.The Governor's Office of Planning and Research will establish a technical, advisory group to help state agencies incorporate climate change impacts into planning and investment decisions.

10.The state will continue its rigorous climate change research program focused on understanding the impacts of climate change and how best to prepare and adapt to such impacts.

This Executive Order is not intended to create, and does not, create any rights or benefits, whether substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

**I FURTHER DIRECT** that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

**IN WITNESS WHEREOF** I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 29th day of April 2015.

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EDMUND G. BROWN JR.  
Governor of California

**CENTRAL REGION/DISTRICTS 5, 6 & 10  
COMPLETE STREETS and CLIMATE CHANGE ASSESSMENT  
System Planning Route Characteristics**

ROUTE SEGMENT AND PROJECT INFORMATION		
Co/Route/P.M.	Project ID	Project Description

ROUTE DESIGNATIONS			
Freeway & Expressway		Scenic Highway	
National Highway System		Truck Designation	
Strategic Highway Network		Interregional Road System	
Federal Functional Classification		Other	

ADT		V/C				Speeds			
Base Year 2012	Horizon Year 2040	Base Year 2012		Horizon Year 2040		Base Year 2012		Horizon Year 2040	
		NB		NB		NB		NB	
		SB		SB		SB		SB	
Truck Volumes:									
Is this a Major Truck Route?									

LAND USE
Describe the land uses along the segment. Identify major sites, destinations and trip generators within or proximate to the corridor.
<i>D5 only:</i> Is the project within the coastal zone?

PEDESTRIAN CONDITIONS	Needs/Opportunities with Project
Describe existing pedestrian operations or accommodations along the road and crossing the road (e.g., sidewalks or lack of, crosswalks, curb ramps, shoulder conditions, etc.).	
Does the highway segment function as a "Main Street"?	
Is there a Pedestrian Plan or a comprehensive planning study for the corridor? Is this included in the ADA Transition Plan?	
Contact information for pedestrian or disabled advisory advocates.	
<i>D5 only:</i> If in the coastal zone, what is the relationship of the project site to the California Coastal Trail?	



**CENTRAL REGION/DISTRICTS 5, 6 & 10**  
**COMPLETE STREETS and CLIMATE CHANGE ASSESSMENT**  
**System Planning Route Characteristics**

<b>BICYCLING CONDITIONS</b>	<b>Needs/Opportunities with Project</b>
Describe existing bicycle operations.	
Are there existing bicycle accommodations, such as designated bikeways? Is there a prohibition?	
Are there physical or perceived impediments for bicyclists? (e.g., such as narrow shoulders, curbs, gutters, drainage inlets)	
Is there a Bicycle Master Plan or a comprehensive planning study within the corridor?	
Contact information for local bicycle advisory committee or advocacy group.	

<b>TRANSIT CONDITIONS</b>	<b>Needs/Opportunities with Project</b>
Are there existing transit accommodations? (e.g., such as bus stops or active transit line)	
Where is the nearest Park & Ride Lot? Who owns/maintains?	
Describe transit facility needs identified in short-and long-range transit plans and RTP. Describe how these future plans relate to the corridor.	
Contact information for local transit provider.	

<b>LOCAL NETWORK</b>	<b>Needs/Opportunities with Project</b>
Are there existing pedestrian accommodations on intersecting local roadways?	
Are there existing bicycle facilities on intersecting local roadways?	

**CENTRAL REGION/DISTRICTS 5, 6 & 10  
COMPLETE STREETS and CLIMATE CHANGE ASSESSMENT  
System Planning Route Characteristics**

Are there existing transit accommodations on intersecting local roadways?	
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CLIMATE CHANGE	Needs/Opportunities with Project
Is the corridor segment susceptible to climate change factors such as increased flooding or sea level rise?	
Describe elements vulnerable to changes in climate conditions, such as landscape planting, irrigation systems.	
Describe presence of nearby sensitive habitat areas such as wetlands, native or sensitive species habitats, wildlife corridors, fish passages.	

<b>SEGMENT MAP</b>
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**Reviewed by:**

\_\_\_\_\_  
District Planning representative (Date)

\_\_\_\_\_  
District SHOPP Program/Advisor representative (Date)

**TO:** RTC Advisory Committees

**FROM:** Karena Pushnik, Senior Transportation Planner

**RE:** **November 2016 Transportation Ballot Measure - Update**

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## **RECOMMENDATION**

Item is for information.

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## **BACKGROUND**

There are insufficient funds available to operate, maintain, and improve the local transportation system, including multi-modal transportation components, especially as state and federal sources have dramatically decreased and become increasingly unreliable. Existing transportation revenues make up less than 50% of what is required to maintain and improve roads, highways, bridges, sidewalks, bicycle facilities, and public transit. As part of the long range *2014 Regional Transportation Plan*, the Regional Transportation Commission adopted a funding strategy, which includes the pursuit of local funding mechanisms to become a “self help” county with local, independent, secure revenue that cannot be taken by the state and can be used to leverage additional state and federal funding. Placing a ½-cent sales tax on the ballot will allow agencies to meet more of the community’s transportation needs with dependable local funding

Since approval of the long range transportation plan in June 2014, the RTC has solicited input from community groups, local jurisdictions, project sponsors, and the community at large about a possible ½ cent sales tax transportation ballot measure. At its December 2015 meeting, the RTC approved a draft expenditure plan for using new revenues to repair and maintain local streets and roads; preserve transportation services for seniors and people with disabilities; make traveling safer for drivers, buses, pedestrians and bike riders; preserve and maintain the rail corridor; build the coastal rail trail; improve traffic flow and reduce congestion. The draft plan was shared widely with the public, community groups and RTC advisory bodies to solicit input and seek direction about maximizing community engagement. A poll of likely voters was taken in June 2016.

## **DISCUSSION**

At a well attended public hearing on June 16, 2016, the Regional Transportation Commission finalized and adopted a transportation funding plan and approved placing a Safety, Pothole Repair, Traffic Relief, Transit Improvement Measure on the November 2016 ballot.

Amendments made at the hearing to the transportation funding plan included increased allocations to both Santa Cruz METRO and Community Bridges bringing the funding category for Transit for Seniors and People with Disabilities up from 16% to 20% of the total. Funding to the rail corridor category was decreased to 8% of the total and now includes funding for two elements: rail line maintenance and repairs, and for environmental and economic assessment of transportation options in the corridor through a transparent, public process. Attached is the adopted final transportation funding plan ([Attachment 1](#)) that will be considered by voters in November 2016.

Since the RTC approved the final transportation measure, other entities have taken positions endorsing the plan, such as:

- Cities of Capitola, Santa Cruz and Watsonville
- County of Santa Cruz
- Bike Santa Cruz County
- Land Trust of Santa Cruz County
- Seniors Council
- Community Bridges
- Human Care Alliance

The RTC Board also approved the ordinance outlining the structure, administration, oversight, bonding authority, formula allocation to local jurisdictions, and other provisions. The full text of the ordinance, including the ballot language and expenditure plan, are on the project page of the website: [www.sccrtc.org/move](http://www.sccrtc.org/move) and will be included in the voter guide.

## **SUMMARY**

To address severe shortfalls in funding for critical local transportation projects, the Regional Transportation Commission worked extensively with the community on a transportation funding plan which has the highest likelihood of securing 2/3 voter support in the November 2016 election.

### **Attachment 1: Ordinance and Expenditure Plan**

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**ORDINANCE NO. 2016-01**

**AN ORDINANCE OF  
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
ENACTING A RETAIL TRANSACTIONS AND USE TAX,  
SUBJECT TO ADOPTION BY THE ELECTORATE,  
TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION**

**WHEREAS**, the multimodal local transportation network is necessary for economic vitality; provides access to homes, schools, healthcare, and businesses; is utilized by drivers, buses, people walking, bicyclists, trains and trucks; and is important to the overall quality of life for all Santa Cruz County residents; and

**WHEREAS**, agencies in Santa Cruz County are working to reduce congestion, reduce greenhouse gas emissions and improve safety, access and mobility; and

**WHEREAS**, the County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville operate, maintain, and make improvements to the local street and road network, which includes over 1,800 lane miles of roads, traffic signals, sidewalks, bicycle paths, and other transportation facilities; and

**WHEREAS**, public transit and paratransit operators provide a lifeline for senior citizens and people with disabilities, who depend on these vital transportation services for independent living; and

**WHEREAS**, over 100,000 people travel each day on Highway 1 to access their homes, jobs, health care, and services; and

**WHEREAS**, the Santa Cruz Branch Rail Line was brought into public ownership in 2012 for the purpose of expanding transportation options along the most heavily traveled corridor in Santa Cruz County; and

**WHEREAS**, the Monterey Bay Sanctuary Scenic Trail Network, including the Rail Trail, is a planned multi-use bicycle and walking path that is separated from vehicular traffic and will span the length of Santa Cruz County connecting homes, schools, jobs, coastal and other key destinations; and

**WHEREAS**, State and Federal funding sources and programs that support transportation have been cut, are unreliable, can be diverted to other uses, and are insufficient to operate and maintain the local road, bicycle, pedestrian, transit, senior and disabled transportation networks in a state of good repair; and

**WHEREAS**, new local revenues that cannot be taken by the state are needed to prevent further deterioration of roads and maintain them in good condition; reduce traffic congestion; maintain public transportation and transportation services for seniors and people with

disabilities; reduce collisions and improve traffic flow on local highways; provide safe and accessible crosswalks, ramps, and sidewalks; and create safe bicycle routes; and

**WHEREAS**, there is strong recognition of need for infrastructure improvements and acknowledgement that the local multi-modal transportation network serves all sectors of our community; and

**WHEREAS**, after receiving feedback from residents throughout Santa Cruz County on their priorities for the multimodal transportation system, the Santa Cruz County Regional Transportation Commission has determined that the community places a high priority on preserving and maintaining existing infrastructure, maintaining public transit and transit service for seniors and people with disabilities, reducing traffic congestion, improving safety, and expanding options for traveling within Santa Cruz County; and

**WHEREAS**, the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.* (“Act”), generally authorizes a local transportation authority to place a ballot measure before the voters of the county to authorize a retail transactions and use tax to fund transportation-related projects and programs (“Transportation Tax”), upon the approval of two-thirds of the electors voting upon the measure; and

**WHEREAS**, the Santa Cruz County Regional Transportation Commission is designated by California Government Code section 29532.1 as the transportation planning agency of the County of Santa Cruz; and

**WHEREAS**, Sections 180050 and 180201 of the Act provide that the County may designate a transportation planning agency to act as the local transportation authority for purposes of the Act including imposing a Transportation Tax; and

**WHEREAS**, a one-half cent sales tax established locally would generate approximately seventeen million dollars (\$17 million) per year solely for transportation projects in Santa Cruz County; and

**WHEREAS**, local funding measures for transportation strengthen our local economy by creating jobs and providing mobility and access for all transportation system users; and

**WHEREAS**, the Act states that the additional funds provided by the tax so adopted shall supplement existing local revenues being used for public transportation purposes; and

**WHEREAS**, the Act further provides that a county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the Transportation Tax; and

**WHEREAS**, the Santa Cruz County Regional Transportation Commission has conducted a noticed public hearing, as required by state law, on the question of whether or not to request voters to adopt an Ordinance to fund the programs identified in the Expenditure Plan; and

**WHEREAS**, funds generated by the Transportation Tax shall be used only for transportation purposes, including the administration of the Expenditure Plan, construction, acquisition, maintenance and operation of streets, roads, highways, public transit systems, including paratransit services, and related transportation purposes within the County of Santa Cruz,

**NOW, THEREFORE**, the people of the Santa Cruz County Regional Transportation Commission of the County of Santa Cruz do ordain as follows:

**Section 1. TITLE.** This Ordinance shall be known as the “Santa Cruz County Transportation Improvement Plan Measure.” The Santa Cruz County Regional Transportation Commission shall be referred to herein as the Local Transportation Authority (“Authority”). This Ordinance shall be applicable in the territory of the Santa Cruz County Regional Transportation Commission, which is all incorporated and unincorporated territory lying within the County of Santa Cruz.

**Section 2. SUMMARY.** This Ordinance provides for the adoption of a transportation Expenditure Plan for Santa Cruz County, the imposition of a Retail Transactions and Use Tax of one-half of one percent (0.5%) for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes and the administration of the tax proceeds, with independent citizens oversight and annual audit reports for public review.

**Section 3. OPERATIVE DATE.** Subject to voter approval, this Ordinance shall be operative the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance. The anticipated Operative Date of this Ordinance will be as early as April 1, 2017, if approved by two-thirds of the voters voting on the measure at the November 8, 2016 Election.

**Section 4. DEFINITIONS.** The following definitions shall apply in this Ordinance:

- A. “Authority” means the Santa Cruz County Regional Transportation Commission (SCCRTC), previously created in Government Code 67940 and 67941 and designated as the transportation planning agency for Santa Cruz County in Government Code 29532.1 and designated as the Local Transportation Authority for Santa Cruz County pursuant to Division 19 (commencing with Section 180000) of the California Public Utilities Code, authorized to impose a Retail Transactions and Use Tax, subject to voter approval, in accordance with Chapter 5 (commencing with Section 180200) of Division 19 of the California Public Utilities Code, and with Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.
- B. “Board of Supervisors” means the Santa Cruz County Board of Supervisors.
- C. “County” means Santa Cruz County and includes the incorporated and unincorporated territory of the county which makes up the boundaries of the Santa Cruz County Regional Transportation Commission territory.



- D. "State" means the State of California.
- E. "Measure Revenue" or "Transportation Tax Revenue" means the revenue generated by the one-half of one percent (0.5%) increase in the Retail Transactions and Use Tax imposed and as collected pursuant to this Ordinance, including any interest or other earnings thereon.
- F. "Retail Transactions and Use Tax" or "Transportation Tax" is to be identified as specified in Part 1.6 (commencing with section 7251) of Division 2 of the California Revenue and Taxation code.
- G. "Measure" or "Traffic Relief, Road Repair, Safety, Transit Improvement Measure" or "Transportation Improvement Plan (TRIP)" or "Santa Cruz County Transportation Tax Measure" means the Ordinance, including all provisions and Expenditure Plan incorporated herein.
- H. "Expenditure Plan" or "Plan" or "Investment Plan" means the 2016 Santa Cruz County Transportation Improvement Plan - Expenditure Plan attached to this Ordinance as Exhibit A and adopted as part of this Ordinance including any future amendments thereto. This is the plan for the expenditure of revenues expected to be derived from the tax imposed pursuant to this Ordinance, together with other federal, state, and local funds expected to be available for transportation projects and programs, for the period during which the tax is to be imposed.

**Section 5. PURPOSE.** This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To impose a Retail Transactions and Use Tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180000 *et seq.* of the California Public Utilities Code, which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. To adopt a Retail Transactions and Use Tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a Retail Transactions and Use Tax ordinance that imposes a countywide Transportation Tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

- D. To adopt a Retail Transactions and Use Tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.
- E. Measure Revenue, including any interest or other earnings thereon, may only be used for transportation purposes described in the Ordinance and Expenditure Plan (Exhibit A), including: the implementation and administration of all provisions and requirements of this Ordinance as amended; the construction, acquisition, maintenance, and operation of streets, roads, highways, including local roads, state highways and public transit systems; and for related transportation purposes consistent with the Expenditure Plan, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures may also include, but are not limited to, payments to the County of Santa Cruz for any election costs as set forth in the Ordinance, required payments to the Board of Equalization, costs of program administration and oversight, defense or prosecution of legal actions related thereto, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

**Section 6. ADMINISTRATION OF PLANS.** The Authority shall impose the Transportation Tax and enter into an agreement with the State Board of Equalization to collect the funds, may at the discretion of the Authority's governing Board enter into agreement with the County Auditor-Controller to allocate revenues derived from the Transportation Tax consistent with the Ordinance and Expenditure Plan, and shall administer the Ordinance and Expenditure Plan included in this Ordinance, consistent with the provisions and priorities of the Ordinance and Expenditure Plan, consistent with the authority cited herein.

**Section 7. CREATION OF SPECIAL FUND.** The Authority shall establish a new fund entitled "Transportation Tax Regional Transportation Fund". All Transportation Tax Revenue, plus interest, will be deposited in the special fund. The fund authorized hereunder will be administered by the Authority pursuant to this Ordinance and the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.

**Section 8. IMPLEMENTATION.**

- A. Projects and programs funded in the Expenditure Plan will be implemented over the 30-year time horizon of the Transportation Tax. Three types of investments are funded by the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to be distributed to cities, the County of Santa Cruz, and transit operators for capital projects and operations. Capital investments will be

made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, as applicable. The Authority shall distribute revenues no less than quarterly to local jurisdictions, the Santa Cruz Metropolitan Transit District, and the Consolidated Transportation Service Agency based on the formulas set forth in the Expenditure Plan, in accordance with the Act and this Ordinance.

- B. The Santa Cruz County Regional Transportation Commission, which currently allocates, administers and oversees the expenditure of federal, state and Transportation Development Act funding for local and regional transportation projects and programs, in its role as the Authority shall allocate, administer and oversee the expenditure of all Measure Revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan, as it may be amended in accordance with the Act and this Ordinance through an Implementation Plan, which it will update at least every 5 years, following a public hearing. The purposes of the Implementation Plan are to define the scope, cost, and delivery schedule of each Expenditure Plan project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure Plan within the 30 years promised to voters, and describe the risks, critical issues and opportunities that the Authority should address to expeditiously deliver the Expenditure Plan. The Implementation Plan may be amended by a majority vote of the Authority, however, amendment of the Implementation Plan shall not serve to amend provisions of the Expenditure Plan.
- C. Agencies implementing the Expenditure Plan projects may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. Any interest income earned on funds allocated pursuant to this ordinance shall be expended only for the purposes for which the funds were allocated.

**Section 9. LEVERAGING FUNDS.** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described in the Ordinance and Expenditure Plan.

**Section 10. BONDING AUTHORITY.** Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, if determined by the board of the Authority to be cost effective and to accelerate implementation of projects, the Authority may decide to use bond financing as an alternative method. Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an aggregate principal amount at any one time outstanding not to exceed the estimated proceeds of the Transportation Tax, and to secure such indebtedness solely by way of future collection of the Transportation Tax, for capital outlay expenditures for the purposes set forth in this Ordinance, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan, consistent with the Section 180250 of the Public Utilities Code.

**Section 11. COOPERATIVE FUND AGREEMENTS.** To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions receiving funds from this measure. Jurisdictions receiving funds may, by annual or multi-year agreement,

exchange funds provided that the percentage of funds allocated as provided in the Expenditure Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the Authority and shall be consistent with all rules adopted or approved by the Authority relating to such exchanges. The Authority may exchange revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the Authority to maximize effectiveness in the use of the revenues. Such federal or State funds shall be distributed in the same manner as revenues derived from this ordinance. The Authority shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

## **Section 12. ADMINISTRATIVE AND IMPLEMENTATION COSTS.**

A. The Authority shall expend only that amount of the Transportation Tax Revenue for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code. Pursuant to Section 180109 of the Public Utilities Code, the Authority shall not expend more than one percent of the funds generated pursuant to Division 19 of the Code for administrative salaries and benefits net of the amount of fees paid to the State Board of Equalization for collection of the transactions and use tax and prior to the distribution of the Transportation Tax Revenue as provided in the Expenditure Plan (Exhibit A).

B. In order to ensure that the cost of administration, implementation and oversight this Measure are not borne by other programs and sources, such as Transportation Development Act-funded programs, any funds necessary for administrative, implementation and oversight of the Ordinance and Transportation Tax shall be paid by Measure Revenues. These functions include audits, programming processes, reporting, financial management, compiling and publishing an annual report, providing public information concerning the Ordinance, rent, supplies, consulting services, overhead, legal, other responsibilities as may be necessary to administer the Ordinance and Expenditure Plan. Costs of performing or contracting for project-related work shall be paid from the revenues of the Transportation Tax allocated to the appropriate purpose and project.

**Section 13. EXECUTION OF DUTIES.** The Authority may engage, contract with, employ and compensate any public or private agency, party, contractor or professional, in accordance with the Public Contract Code and/or any of the provisions for public employment of profession services for public agencies, for the planning, finance, approval, design, construction, acquisition of right of way, maintenance, operation, control and repair of any road, highway, bus, rail or other transportation facility. However, the Authority shall not be responsible for the maintenance or operation of any State highway facilities following construction contract completion.

**Section 14. ELECTION.** The Authority requests the Board of Supervisors to call an election for voter approval of this Ordinance, which election shall be held on November 8, 2016. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter

information handbook shall include the Expenditure Plan. Approval of this Ordinance, and imposition of the Transportation Tax, shall require the affirmative vote of a two-thirds (2/3) majority of the electors voting on this measure at the election described in this section. The proposition to be placed on the ballot shall read substantially as follows:

**“Safety, Pothole Repair, Traffic Relief, Transit Improvement Measure.** In order to: improve children’s safety around schools; repair potholes; repave streets; improve traffic flow on Highway 1; maintain senior/disabled transit; reduce global warming pollution by providing transportation options like sidewalks, buses, bike lanes, trails; preserve rail options; shall Santa Cruz County voters adopt an ordinance establishing a half-cent sales tax for 30 years, raising approximately \$17 million annually, requiring citizen oversight, independent audits, and funds spent locally?

YES \_\_\_\_ NO \_\_\_\_”

**Section 15. ELECTION COSTS.** The County of Santa Cruz shall be reimbursed for its cost in conducting the election if the measure is approved per Section 180203(a) of the Public Utilities Code. Election costs will be funded from Year 1 Measure Revenues before net proceeds are disbursed to the projects and programs in the Expenditure Plan. Reimbursement of the County of Santa Cruz for the costs of this election shall be deferred until it can be paid from the Measure Revenues collected when the Transportation Tax goes into effect.

**Section 16. CONTRACT WITH STATE.** Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

**Section 17. TRANSACTIONS TAX RATE.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

**Section 18. PLACE OF SALE.** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.



**Section 19. USE TAX RATE.** An excise tax is hereby imposed on the storage, use or other consumption in the County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

**Section 20. ADOPTION OF PROVISIONS OF STATE LAW.** Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 (commencing with Section 7251) of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

**Section 21. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES.** In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:
  - 1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;
  - 2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.
  - 3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
    - a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
    - b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

- B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

**Section 22. PERMIT NOT REQUIRED.** If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

**Section 23. EXEMPTIONS AND EXCLUSIONS.**

- A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of transactions tax the gross receipts from:
  1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
  2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:
    - a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
    - b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
  3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.



4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.
  5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:
1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
  2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
  3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.
  4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.
  5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
  6. Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

- D. Any person subject to the use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

**Section 24. AMENDMENTS.** All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance. Other amendments to this Ordinance shall require a two-thirds (2/3) vote of the total membership of the Authority.

**Section 25. EXPENDITURE PLAN UPDATES AND AMENDMENTS.**

- A. This Ordinance and Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Should a project implementing agency determine that a planned project has become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Ordinance and Expenditure Plan were created, or should a project not require all funds programmed for that project or have excess funding, funding set forth at project termination will be reallocated to another project or program of the same type or otherwise serving the same objectives.
- B. The Ordinance and Expenditure Plan may only be amended, if required, by the following process set forth in Section 180207 of the Public Utilities Code: (1) Initiation of amendments by the Authority reciting findings of necessity; (2) Provision of notice and a copy of the amendments provided to the Board of Supervisors and the City Councils in Santa Cruz County; (3) The proposed amendments shall become effective 45 days after notice is given. Amendments shall require a two-thirds (2/3) vote of the total membership of the Authority.

**Section 26. MAINTENANCE OF EFFORT.** Pursuant to California Public Utilities Code 180001(e), it is the intent of this Ordinance that funds generated by the Transportation Tax be used to supplement and not replace existing revenues used for transportation purposes. Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local

impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to this ordinance, and the Authority shall enforce this Section by appropriate actions, including fiscal audits of the local agencies.

**Section 27. ENJOINING COLLECTION FORBIDDEN.** No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

**Section 28. ANNUAL APPROPRIATIONS LIMIT.** The annual appropriations limit of the Authority pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code shall be established at a sum equal to the amount of all proceeds of the Transportation Tax collected annually, and as defined by said Article XIII B. The appropriations limit shall be subject to adjustment as provided by law.

**Section 29. SEVERABILITY.** If any provision of this ordinance or the application thereof to any person or circumstance is held invalid or unenforceable by a court of competent jurisdiction, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

**Section 30. CAPTIONS.** The titles and headings to the sections set forth in this ordinance are not part of this ordinance and shall have no effect upon the construction or interpretation of any part hereof.

**Section 31. ENVIRONMENTAL.** This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Approval of this Ordinance and Expenditure Plan does not commit to implementation of any specific project or activity listed herein. Prior to commencement of any specific project or activity identified in the Expenditure Plan, applicable provisions of the California Environmental Quality Act (CEQA) shall be completed.

**Section 32. TAXPAYER SAFEGUARDS, AUDITS, AND ACCOUNTABILITY.** Accountability is of utmost importance in delivering public investments with public dollars. In order to ensure accountability, transparency and public oversight of all funds collected and allocated under this Measure and to comply with state law, all of the following shall apply:

**A. Annual Report.** Each agency receiving Measure Revenue shall annually adopt, after holding a public hearing, an annual report which includes 1) a five-year program of projects including information about each of the projects to be funded with Measure Revenues allocated according to the Expenditure Plan. Local and regional agencies shall submit their program of projects to the Authority in a format that can be easily understood by members of

the public. 2) Description of expenditures of Measure Revenues from the most recently completed fiscal year. The purpose of requiring the most recently completed fiscal year expenditures is to allow the Authority to prepare a comprehensive report to the public on the expenditure of funds generated by this Ordinance.

**B. Annual Audit.** No less than annually, an independent annual audit shall be conducted of the expenditure of all funds generated by the transportation tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 8, 2016. The Authority will also prepare a publicly available annual report on past and upcoming activities and publish an annual financial statement.

**C. Independent Oversight Committee.** An Independent Oversight Committee shall be formed by the Board of Directors of the Authority to review the annual independent fiscal audit of the expenditure of the Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Authority Board of Directors. The total membership of the Independent Oversight Committee shall not exceed five (5) members and any vacancy which may occur from time to time shall be filled by the Board of Directors of the Authority as soon as reasonably possible.

Members of the Independent Oversight Committee shall be residents of Santa Cruz County who are neither elected officials of any government, nor employees from any agency or organization that either oversees or implements projects funded from the proceeds of the sales tax. Members will fairly represent the geographical, social, cultural, and economic diversity of Santa Cruz County to ensure maximum benefit for transportation users. The Committee shall include at least one person with an accounting or fiscal management background.

Independent Oversight Committee meetings will be announced in advance and will be open to the general public. The Independent Oversight Committee shall meet at least once but no more than four times per year.

The responsibilities of this Committee include:

- Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
- Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
- Produce a publicly available Annual Report of Oversight Activities.

**D.** Decisions regarding implementation of this Ordinance will be made by the Authority in public meetings, subject to the Brown Act.

**Section 33. EFFECTIVE DATE.** This Ordinance relates to the levying and collecting of the retail transactions and use tax and shall take effect immediately, subject only to the Operative Date set forth in this Ordinance.

**Section 34. TERMINATION DATE.** The authority to levy the tax imposed by this Ordinance shall expire thirty (30) years from the Operative Date of this ordinance (with the last operative date anticipated to be March 31, 2047).

The foregoing Ordinance was PASSED AND ADOPTED by the Santa Cruz County Regional Transportation Commission (SCCRTC), on June 16, 2016, by the following vote:

AYES: Don Lane, John Leopold, Ryan Coonerty, Ed Bottorff, Karina Cervantez,  
Cynthia Chase, Jimmy Dutra, Dennis Norton, Bruce McPherson

NOES: Randy Johnson, Greg Caput

ABSENT: Zach Friend

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Don Lane, Chair

Attest:

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George Dondero, Executive Director

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**Exhibit A:**  
**Santa Cruz County**  
**2016 Transportation Improvement Plan - Expenditure Plan**  
*- Approved by the RTC board on June 16, 2016-*

**Overview**

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

<b>SUMMARY OF TRANSPORTATION INVESTMENTS</b>	<b>% of Funds</b>
<b>Neighborhood Projects</b>	<b>30%</b>
<b>Direct Allocation to Cities and County</b>	
Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects	
<b>San Lorenzo Valley Hwy 9 Corridor Improvements</b> - \$10 million	
<b>Highway 17 Wildlife Crossing</b> - \$5 million	
<b>Highway Corridors</b>	<b>25%</b>
<b>Highway 1 Corridor</b>	
Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park	
Bicycle and pedestrian over-crossings	
<b>Traveler Information and Transportation Demand Management</b>	
<i>Example Programs:</i> Cruz511, Carpool/Vanpool Programs	
<b>Highway Safety and Congestion Reduction Programs</b>	
<i>Example Programs:</i> Freeway Service Patrol and Safe on 17 Enforcement	
<b>Transit for Seniors and People with Disabilities</b>	<b>20%</b>
<b>Direct Allocation to Service Providers</b>	
Santa Cruz METRO (16%)	
Community Bridges Lift Line Paratransit Service (4%)	
<b>Active Transportation</b>	<b>17%</b>
<b>Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)</b>	
Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services	
<b>Rail Corridor</b>	<b>8%</b>
<b>Infrastructure Preservation and Analysis of Options</b>	
<i>Example Projects:</i> Analysis (including environmental analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs	
<b>Total</b>	<b>100%</b>



## **DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED**

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

### **Neighborhood Projects – 30% per year**

#### **Direct Allocation to Cities and County**

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.



Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

### **San Lorenzo Valley Highway 9 Corridor**

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

### **Highway 17 Wildlife Crossing**

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

### **Highway Corridors – 25%**

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

### **Highway 1 Corridor**

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in

Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

### **New bridges for cyclists and pedestrians**

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

### **Traveler Information and Transportation Demand Management**

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

### **Highway Safety and Congestion Reduction Programs**

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

### **Transportation for Seniors and People with Disabilities – 20% per year**

#### **Direct Allocation to Service Providers**

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (16% or approximately \$2.75 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (4% or approximately \$680,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

## **Active Transportation – 17%**

### **Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)**

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

## **Rail Corridor – 8%**

### **Infrastructure Preservation and Analysis of Options**

Eight percent of Measure Revenues (approximately \$40 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line. The Measure Revenues do not include funding for any new train/rail service. If the Regional Transportation Commission determines that the best use of the corridor is an option other than rail transit, funds may be utilized for other transportation improvements along and near the corridor.

### **Notes**

*(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e., present day purchasing power) of the Measure Revenues is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.*

*(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.*

*(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.*

*(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).*

*(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design engineering, and public input, as applicable.*

*(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.*

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