



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

AGENDA
Thursday, April 20, 2017
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

NOTE: Active Transportation Program (ATP) Work Group meeting to begin at 3:00pm, following adjournment of the ITAC meeting.

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 March 23, 2017 ITAC meeting - Page 3

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Review and Recommend RTC Approval of Measure D: Five-Year Plans for regional projects
 - a. Staff report – Rachel Moriconi - Page 8
 - b. Attachments
8. Agency Updates on Senate Bill 1 and Measure D Formula Allocations - Page 18
 - a. Staff report – Rachel Moriconi

- b. Attachments
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- 9. State and Federal Freight Program Updates - Page 33
 - a. Presentation from Maura Twomey, Association of Monterey Bay Area Governments and Kelly McCleandon, Caltrans District 5 Planning
 - b. Attachments
 - 10. Next Meeting – The next ITAC meeting is scheduled for **May 25, 2017** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. **This is one week later than the typical meeting date.**

Adjourn

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

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

DRAFT MINUTES

Thursday, March 23, 2017, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, University of California at Santa Cruz (UCSC)
Piet Canin, Ecology Action Transportation Program
Barrow Emerson, Santa Cruz Metropolitan Transit District (METRO)
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Association of Monterey Bay Area Governments (AMBAG)
Jessica Kahn, Scotts Valley Public Works
Kelly McClendon, Caltrans District 5 Planning
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Chris Schneider, Santa Cruz Public Works
Steve Wiesner, County Public Works and Planning Proxy

RTC STAFF PRESENT: Grace Blakeslee, Ginger Dykaar, Rachel Moriconi, Karena Pushnik

OTHERS PRESENT: Norm Hagen, RTC board; Steve Jesberg, Capitola Public Works (by phone);
Bruce McPherson, Santa Cruz County and RTC board; Ron Nance, resident.

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:** None.
4. **Additions, deletions, or changes to consent and regular agendas:** Item 12: Election of 2017-18 Chair and Vice Chair was moved after Item 6. Item 10: Legislative Updates was moved after Item 7.

CONSENT AGENDA

5. **Approved Minutes of the December 15, 2016, 2016 ITAC meeting** (*Fliesler/Schneider*).
The motion passed unanimously with Buika, Canin, Emerson, Fliesler, Fontes, Friedrich, Kahn, McClendon, Rasmussen, Schneider, and Wiesner voting yes.

REGULAR AGENDA

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

Caltrans – Kelly McCleandon reported that Caltrans is finishing up the SR152 Transportation Concept Report, integrating comments received. Most construction projects have been on winter suspension, with Caltrans focused on emergency storm damage projects instead.

METRO –Barrow Emerson reported that METRO plans to use Low Carbon Transit Operations Program (LCTOP) funds to purchase another electric bus. METRO is working on their upcoming budget, with no service re-growth planned in the next few years. He noted ridership dropped significantly recently, due to service changes, weather, and related driver shortages. METRO is working with the City of Santa Cruz and UCSC to lease articulated buses as soon as fall. Pete Rasmussen continues to work to formalize the process for development review with local jurisdictions and is participating on several RTC planning projects. METRO bus stops now have stop identification numbers, which riders can use to access bus schedule information.

Santa Cruz – Chris Schneider reported that several projects are under or going to construction, including Fern Street near the Roaring Camp railroad crossing, which will require a several day road closure. Several Measure H funded paving projects will begin in April, including cape seals and overlays. The Branciforte Creek Bike/Pedestrian bridge/connection and Broadway pedestrian crossing between Branciforte and Seabright Avenue will be starting soon. Claire Fliesler reported that the city's Active Transportation Plan was adopted by City Council. She reported that the city is also now requiring EV charging infrastructure with new developments.

AMBAG: Erich Friedrich noted that work continues on the 2040 Metropolitan Transportation Plan (MTP). The Sustainable Communities Strategy (SCS) Implementation Plan is nearly complete, including the web-based tool kit.

Scotts Valley – Jessica Kahn reported that the Scotts Valley Dr./Mount Hermon Rd./Whispering Pines intersection project will go to bid soon. The Green Hills/Glen Canyon Roads pavement/bicycle improvement project design is starting soon.

Ecology Action – Piet Canin reported that EA is working with Scotts Valley on safe routes to schools programs, including a group bicycle ride with 30 children to Vine Hill School in March. EA's ATP-funded safe routes to schools programs are also underway. The 30th annual Bike Week is May 5-12.

Watsonville – Murray Fontes reported that the Freedom Boulevard reconstruction completion was postponed due to winter storms. Work continues for Main Street pedestrian improvements. The city will be releasing a Request for Proposals (RFP) for the Freedom Blvd. plan line project. He appreciated Caltrans work on the SR 152 concept report.

County of Santa Cruz – Supervisor Bruce McPherson reported that the County is working to repair storm damage, including on major roads such as Valencia, Glenwood Dr., San Jose-Soquel, and Bear Creek. The County just approved small business loans to help people address storm damage. He is excited about the Highway 9 Corridor Plan. Steve Wiesner reported that work on some projects has been postponed, as the county has been focused on address severe storm damage, including permanent damage at over 190 sites totaling nearly \$100 million. Getting garbage trucks, propane tanks, and emergency services into areas has been a challenge. He noted that the state and federal emergency declarations and associated

funding will help, but that the County is still challenged to cover some costs. Construction continues on the Twin Lakes/East Cliff Dr. beach front project.

UCSC – Teresa Buika reported that more EV charging sites will be installed this summer.

6a. (formerly Item 12): Chair and Vice Chair Elections

The committee unanimously approved the nomination (Schneider/Buika) of Murray Fontes, City of Watsonville Public Works, as the new chair of the Interagency Technical Advisory Committee (ITAC). The committee unanimously approved the nomination (Schneider/Fontes) of Claire Fliesler, City of Santa Cruz Planning, as the new vice chair. The committee appreciated outgoing chair Steve Wiesner's service and leadership. The new term begins after the close of the March ITAC meeting.

7. User Oriented Transit Planning Project/Cruz511 In Your Neighborhood

Grace Blakeslee provided an update on the User Oriented Transit Planning/Cruz511 in Your Neighborhood project. This demonstration project includes targeted outreach to residents in two neighborhoods, focused on encouraging solo-drivers to switch transportation modes. The program includes surveying individuals about their travel patterns, providing customized travel resources and assistance, neighborhood events, tracking behavior and attitude changes, and developing a tool kit for how the program could be implemented in other areas.

7a. (formerly Item 10): Legislative Updates

Rachel Moriconi provided an update on state and federal legislative activities that could impact transportation projects and programs in Santa Cruz County. Committee members emphasized the need for a fix to the diminishing gas tax and transportation funding and **approved a staff recommendation (Wiesner/Schneider) to work with member agencies and stakeholders to submit input to state legislative leaders and the Governor regarding a proposed state transportation funding package that increase funds for Santa Cruz County local roads, the State Transportation Improvement Program (STIP) and transit.** Steve Wiesner noted that the County has been encouraging residents to send "greeting" cards with pictures of recent storm damage to legislative leaders.

8. Regional Transportation Plan (RTP) Constrained Project List and Metropolitan and Regional Transportation Plans (MTP/RTP) Update

Ginger Dykaar requested that the Interagency Technical Advisory Committee (ITAC) review and provide final comments on the proposed financially constrained project list for inclusion in the 2040 Regional Transportation Plan (RTP) and Metropolitan Transportation Plan (MTP). The RTC-board approved list will undergo review in the program-level Environmental Impact Report. She noted that the list included in the ITAC packet reflects changes previously provided by project sponsors. Steve Wiesner noted the significant gap between revenues available and identified needs. Ms. Dykaar shared lists of projects identified by the public. Attendees did not recommend adding or moving projects between the constrained and unconstrained lists. She also provided information about public workshops on the Metropolitan

Transportation Plan (MTP), including a workshop at the Watsonville Civic Center on April 10 from 6:00-7:30 p.m.

9. Measure D Implementation Updates

Rachel Moriconi reported that each agency receiving Measure D revenues is in the process of developing a 5-year program of projects. Agencies reported the following schedule for approval of their 5-year program of projects:

- Watsonville – City council review on March 28; list reflects input received through an online survey.
- Santa Cruz – Draft list reviewed by city Transportation and Public Works Commission; final list being taken to city council in May as part of the Capital Improvement Program (CIP) study session. Outreach will be done through city webpage and other online methods.
- Scotts Valley – City council will first see the list in April, with final approval as part of the city budget in late May.
- Capitola – City council reviewing as part of their CIP in April and May, including review by the Planning Commission.
- METRO – Board will consider Measure D expenditures through its annual budget, scheduled for adoption at the end of June. METRO plans to use the first 5-years of Measure D to sustain operations that would have otherwise been cut. First review was at the March 24 meeting.
- County – Public Works submitted a plan to the board last fall, which included paving and complete streets upgrades to many roadways; however given recent storm damage, the county will consider using the first five years of revenues to restore roadways and match emergency repair grants. Attendees confirmed the major impact storm damage had on local roads and travel times, and appreciated roadway information on Cruz511.org.
- RTC – Highway, rail, and trail 5-year plans will be reviewed by advisory committees in April and May, with RTC board approval in June.

Rachel Moriconi highlighted sections of the Measure D Master Agreement and Guidelines for direct recipients and solicited input on maintenance of effort (MOE), performance measures, and timely use of funds sections. ITAC members discussed options for determining baseline maintenance of effort figures, noting that state gas tax, local and grant revenues can vary from year to year. Suggestions included: focusing on regular local discretionary revenues, such as the general fund and recurring local tax revenues; looking at average past revenues and expenditures; tracking how gas tax and other revenues have been spent in order to ensure ongoing commitment to operations and maintenance. Maintaining expenditures for ongoing operations and special capital programs should consider if past expenditures included carryover revenues. Given unique situations for each agency, committee members suggested each agency report baseline numbers, showing revenue and expenditure figures from the past three years and explaining if special circumstances warrant baseline MOE variances from the three year average.

Committee members discussed timely-use-of funds options, including suggestions that agencies be required to expend a minimum amount of Measure revenues each year or be limited as to how long revenues can be carried forward. ITAC members discussed instances where it may be most cost-effective to concentrate measure funds on a few large projects or

to leverage other funds, situations that may delay use of funds on a major project, and small projects where funds could be spent each year, such as complete streets components, green lanes and restriping for bicycle lanes. Committee members generally agreed that agencies could ensure that Measure revenues are spent cost effectively without being required to spend a minimum amount of Measure revenues each year, but agreed to limit banking funds to a maximum of 5 years for a large project, unless an exception is approved by the RTC.

RTC will develop a Measure D logo and work with recipient agencies and Caltrans to develop sign specifications in the coming months. Chris Schneider noted that Santa Cruz produced magnetic signs that contractors place on their trucks during construction of measure projects.

Agencies noted that the agreement will require review by legal counsels and indicated that the final agreement is not needed until they begin work that will be funded by Measure D. The signed agreements will go into effect on July 1, 2017.

10. Legislative Updates – *Item presented and discussed after Item 7*

11. Active Transportation Program (ATP) Update

Rachel Moriconi reported that the California Transportation Commission (CTC) and Caltrans have begun identifying possible changes to the state's Active Transportation Program (ATP) guidelines and application, with new guidelines anticipated in early 2018 and applications for the next grant cycle due in Spring 2018. A local group of past and future ATP applicants, led by Claire Fliesler is being formed to strategize, coordinate, and provide input on the state Active Transportation Program (ATP) guidelines and applications. The first meeting will be held immediately following the April 20, 2017 ITAC meeting.

12. Chair and Vice Chair Elections – *Item presented and discussed after Item 6*

13. Next meeting: The next ITAC meeting is scheduled for April 20, 2017 at 1:30pm in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

The meeting adjourned at 3:50 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

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TO: RTC Advisory Committees

FROM: RTC Planning Staff

RE: Measure D: Regional Five-Year Programs of Projects

RECOMMENDATIONS

Staff recommends that the RTC's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC):

1. Review and provide input on the "5-year Program of Projects" for the Measure D: Highway Corridors, Active Transportation and Rail Corridor investment categories and for the San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing.
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BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenue is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects identifies how each agency plans to use Measure D funds in the upcoming 5 years. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) are developing their five-year programs of projects, typically as part of their annual budget and/or capital improvement program development process. Community Bridges will provide their annual plan to the Elderly & Disabled Transportation Advisory Committee for their review and the RTC board for approval. The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below.

After the close of each fiscal year, agencies must submit an annual report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds).

The Measure D annual fiscal audit and taxpayer oversight committee will review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D. The annual reports, including the program of projects approved by each agency, will be posted on the RTC's Measure D website.

DISCUSSION

The draft five-year plans for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing -- are prepared by the RTC and are attached ([Attachments 1-5](#)). RTC staff recommends that the RTC advisory committees provide input on these plans. The RTC board is scheduled to consider these lists following a public hearing at its June 1, 2017 meeting. These five-year plans cover FY17/18 through FY21/22; however, these are preliminary plans for years 2-5, and will be adjusted annually based on updated project schedule and cost information, as well as information on any grants and other funds agencies are able to secure for the projects. Since annual revenues are sometimes insufficient for larger projects, agencies sometimes need to carry over, reserve, or "bank" revenues to future years.

Trail Program

17% of net Measure D revenues are designated for the "Active Transportation" category to fund the Monterey Bay Sanctuary Scenic Trail Network (MBSST), also known as the Coastal Rail Trail. As noted in the Expenditure Plan, this funding will be used for bicycle and pedestrian trail construction; maintenance, management and drainage for the rail and trail corridor; and possible installation of conduit for internet and electrical services.

The draft 5-year plan for the Active Transportation category ([Attachment 1](#)) focuses Measure D funds to projects currently under development, ongoing trail development and maintenance of the corridor. \$2.5M is held in reserve, with the RTC anticipated to decide where those funds will be spent in conjunction with completion of the Unified Corridors Plan or other decision points.

Work tasks related to trail project implementation and program management include design, preliminary engineering, environmental permitting, as well as public outreach for projects currently under way and for development of the network as a whole. Specific tasks include coordination with local public works departments, stakeholders, State Parks, Iowa Pacific, California Public Utilities Commission, Environmental Health Services, consultants and technical experts; right-of-way surveying, encroachments and property rights certifications; grant applications for future projects and complete funding for current projects; studies related to trail implementation or corridor uses; management of all funding sources and contracts; partnership building; presentations to community organizations; event planning and participation.

This Measure D allocation category also includes general rail right-of-way corridor encroachments & maintenance. Items such as vegetation abatement; tree, trash and graffiti removal; drainage issues; storm damage repairs, etc.

Highway Corridors

25% of net Measure D revenues are designated for the Highway Corridors category, which includes Highway 1 auxiliary lanes, bicycle and pedestrian over-crossings, traveler information and transportation demand management (TDM) programs, highway safety and congestion reduction programs. The five year program of projects ([Attachment 2](#)) uses some Measure D funds in the first few years on pre-construction phases of capital projects and ongoing traveler information and safety programs; while reserving several years of funding for construction of auxiliary lanes and bicycle/pedestrian crossings. The RTC will also be seeking state and federal grant funds to supplement Measure D revenues allocated to these projects.

A Measure D 30-year Implementation Plan, currently under development and scheduled for approval later this year, will discuss options for accelerating delivery of the auxiliary lane projects, which may include future bond financing.

San Lorenzo Valley (SLV) Highway 9 Corridor Improvements

Measure D includes a total of \$10 million for transportation projects along the Highway 9 corridor through San Lorenzo Valley (approximately \$333,000 per year over 30 years). The RTC is working with a consultant team, Caltrans, County Public Works and Planning, Santa Cruz Metropolitan Transit District (METRO), and the public to develop a comprehensive plan for the Highway 9 corridor. The corridor plan will identify, evaluate and prioritize multimodal investments along the corridor. Since the plan will not be completed until 2018, this first 5-year program of projects ([Attachment 3](#)) reserves all but one year of Measure D revenues for projects to be identified through the SLV corridor plan. RTC staff proposes that one year of revenues be used to serve as a match to an anticipated future Active Transportation Program (ATP) grant application for pedestrian access to the SLV school complex.

Highway 17 Wildlife Crossing

Measure D includes a total of \$5 million for the Highway 17 Wildlife Crossing (approximately \$167,000 per year over 30 years). Caltrans and the Land Trust secured over \$3 million in State Highway Operation and Protection Program (SHOPP) funds from the California Transportation Commission (CTC) to initiate environmental review and design of a wildlife crossing on Highway 17 near Laurel Curve. The Land Trust has secured right-of-way adjacent to the highway and is raising private funds to complete the project. While Caltrans currently anticipates that pre-construction work will be done and the project ready for construction in 2020, Measure D revenues will not be able to fully fund the project by 2020 ([Attachment 4](#)). RTC staff will be working with the Land Trust and Caltrans to investigate financing and other funding options.

Rail Corridor

8% of net Measure D revenues are designated for the Rail Corridor category for infrastructure preservation and analysis (including environmental and economic analysis) to answer community questions about possible future transit and other transportation uses of the rail corridor. The 5-year plan for the rail corridor (Attachment 5) includes \$500,000 for analysis of the rail corridor in coordination with the Highway 1 and Soquel corridors through the expanded Unified Corridors Investment Study (as approved by the RTC at its March 2 meeting.)

As stated in the Measure D Expenditure Plan, projects under this category include “maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line.” Therefore, the 5-year program of projects includes storm damage repair and clean up, bridge analysis and rehabilitation to continue work began in 2012, drainage repair and improvements, and track maintenance and repairs. Measure D does not include funding for any new train or rail service.

Next Steps

After review by the RTC’s advisory committees, staff will update the 5-year program of projects for each regional investment category and present final recommendations to the public and the RTC board for approval following a public hearing at the RTC’s June 1, 2017 meeting.

Later this year, staff will be refining 30-year revenue projections and the long term Measure D implementation plan. The implementation plan will provide a timeline and projections for delivery of and cash flow for regional projects. As set forth in Section 8 of the voter-approved Measure D Ordinance, the implementation plan will be updated at least every five years, following a public hearing. The RTC will also solicit committee input on the draft plan. The implementation plan will provide additional information on the scope, cost, and delivery schedule of each Expenditure Plan project or program, provide updated revenue projections and discuss possible financing tools that may be needed to deliver the Expenditure Plan within the 30 years promised to voters. It will also describe the risks, critical issues and opportunities that the RTC should address to expeditiously deliver the Expenditure Plan, including opportunities for matching funds and proposed bonding or loan programs to accelerate project delivery.

While “pay-as-you-go” financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding or short term loans will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct recipients may not bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for ready projects. While the RTC is investigating options to advance delivery of storm damage repairs on county roads, projects on the Highway 1 corridor, the Highway 17 Wildlife Crossing, and other projects in the five-year programs of projects do not currently propose any special financing.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects, identifying how agencies plan to spend Measure D funds. Staff is seeking input from RTC committees on the draft five-year program of projects for regional investment categories.

Attachments:

1. Draft Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail 5-Year Program of Projects
2. Draft Highway Corridors 5-Year Program of Projects
3. Draft San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
4. Draft Highway 17 Wildlife Crossing 5-Year Program of Projects
5. Draft Rail Corridor 5-Year Program of Projects

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PRELIMINARY DRAFT - FOR DISCUSSION ONLY

Measure D: 5-Year Program of Projects (FY17/18-FY22/23)
MBSST/Rail Trail (17 % of Measure D per Expenditure Plan)

Responsible Agency: Santa Cruz County Regional Transportation Commission (SCCRTC)

Estimated Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$3,192,665	\$3,192,665	\$3,192,665	\$3,192,665	\$3,192,665

Trail Project/Program	year 1 (17/18)	year 2 (18/19)	year 3 (19/20)	year 4 (20/21)	year 5 (21/22)	5 yr Meas D Trail total	Total Estimated Cost	Est. Construction start date
Corridor encroachments & maintenance (vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage)	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 2,596,250	\$519k/year	ongoing
City of Santa Cruz (SC) Segment 7 (Natural Bridges to Wharf) - Phase 2 construction	\$ 1,100,000	-	-	-	-	\$ 1,100,000	\$7.4M (ph 1 & 2)	Fall 2017/18
City of SC Seg 8 - San Lorenzo river parkway trestle trail widening construction	\$ 500,000	-	-	-	-	\$ 500,000	Est. \$1.5M	FY17/18
City of SC Seg 8/9 (Wharf to 17th) - construction: match for future grants	-	-	-	\$ 2,000,000	-	\$ 2,000,000	Const-\$28M	est. 2021
City of SC trail maintenance and operations	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 22,000	\$ 62,000	est \$20k/yr	ongoing
City/RTC coordination: CPUC, Iowa Pacific (IP), Env Health Svc (EHS), Right-of-Way (ROW), design & contractor, outreach - Seg 7,8,9	\$ 30,000	\$ 35,000	\$ 40,000	\$ 45,000	\$ 45,000	\$ 195,000	TBD	
City of Watsonville Segment 18 (Lee Rd-Walker)	\$ 150,000	-	-	-	-	\$ 150,000	\$2.2M	FY17/18
City of Wats trail maintenance and operations	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 11,000	\$ 31,000	est. \$10k/yr	ongoing
City/RTC coordination (CPUC, IP, ROW, EHS, design & contractor, outreach)	\$ 20,000	\$ 25,000	\$ 25,000			\$ 70,000	\$ 70,000	
North Coast Segment 5 - envir, design, CPUC/IP, constr mgmt (+ cover Coast Conserv funds=\$239K)	\$ 400,000	\$ 450,000	\$ 500,000			\$ 1,350,000		by 2020
North Coast Seg 5 - technical assist (attorney, envl/CEQA filing, etc)	\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000	\$300k	
North Coast trail maintenance and operations	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 125,000	\$ 275,000	Est. \$125k/yr	ongoing
North Coast Construction: Reserve to match future grants for unfunded 2 mi.	\$ 173,415	\$ 1,853,415	\$ 1,663,415	-	-	\$ 3,690,245	est. \$20M	TBD
RTC general technical assist (all projects) - survey, Environmental Health (EHS), attorneys, etc	\$ 50,000	\$ 60,000	\$ 65,000	\$ 70,000	\$ 70,000	\$ 315,000	est. \$70k/yr	ongoing
RTC staff - overall program management, development of future projects, grant apps	\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 900,000	est. \$200k/yr	ongoing
Unappropriated carryover to future years - opportunity fund/matches for grant apps, unexpected needs				\$ 228,415	\$ 2,200,415	\$ 2,428,830	NA	TBD
Estimated Annual Measure D Expenditures	\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 15,963,325		

Measure D: 5-Year Program of Projects (FY17/18-FY22/23)Agency: Santa Cruz County Regional Transportation CommissionExpenditure Plan Category: Highway Corridors**Measure D Revenues**

Estimated Annual Measure D Allocations

FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
\$4,695,096	\$4,695,096	\$4,695,096	\$4,695,096	\$4,695,096

Name/Road/ limits	Description, complete streets components	Total cost estimate	Amount of Measure funds to be used					Other Funds \$	Other fund sources	Est. Construction start date
			FY17/18	FY18/19	FY19/20	FY20/21	FY21/22			
Highway 1: 41 st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing (1)	Freeway operational improvement, rehab roadway and drainage, restricted access bicycle/pedestrian freeway overcrossing	\$34,000,000				\$14,000,000	\$ 14,000,000	\$6,000,000	STIP - \$4,000,000 STIP Reserves - \$2,000,000	Spring 2021
Highway 1: Park Avenue/Bay-Porter Auxiliary Lanes and Reconstruction of Capitola Aveue Overcrossing (2)	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Overcrossing with sidewalks and bike lane	\$39,100,000			\$1,050,000	\$1,050,000	\$2,250,000	TBD	RTC will seek grants; would require bonding to accelerate delivery	Approx. 2023-2024
Highway 1: State Park Drive/Park Avenue Auxliary Lanes (2)	Freeway operational improvement, rehab roadway and drainage, retaining walls and soundwalls	\$49,450,000			\$1,350,000	\$1,350,000	\$2,750,000	TBD	RTC will seek grants; would require bonding to accelerate delivery	Approx. 2023-2024
Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive (3)	Restricted access bicycle/pedestrian overcrossing with lighting, traffic calming, and moderate aesthetic treatments	\$9,753,000				\$ 2,000,000		\$ 7,531,000	RSTP - 467,000 RSTPX - 500,000 STIP - 6,564,000	Spring 2021
Cruz 511	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$250k/yr	\$50,000	\$150,000	\$150,000	\$200,000	\$200,000	\$510,000	RSTP/STBG - \$310,000 RSTP Exchange - \$50,000 SCCRTC SAFE - \$150,000	Ongoing
Safe on 17	Ongoing system management program, involves increased CHP enforcement	\$100k/yr	\$25,000	\$25,000	\$25,000	\$35,000	\$35,000	\$500,000	SCCRTC SAFE - \$250,000 MTC SAFE - \$250,000	Ongoing
Freeway Service Patrol (4)	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions	\$330k/yr	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,110,000	Caltrans FSP - \$840,000 RSTP Exchange - \$120k STIP - \$150,000	Ongoing
Estimated Annual Measure D Expenditures*			\$175,000	\$425,000	\$2,825,000	\$18,885,000	\$19,485,000			
Carry over to next fiscal year*			\$4,520,096	\$8,790,192	\$10,660,288	(\$3,529,616)	(\$18,319,520)			

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period Fy 17/18-through-FY 19/20. Measure D funds for capital construction and construction management activities.
- Hwy 1 Park/Bay-Porter and State Park/Park Aux Lane Projects:** Measure D funding for preliminary design and environmental documentation (FY 17/18 - FY 18/19) and final engineering and right-of-way acquisition (FY 21/22).
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$2M) to supplement construction and construction support activities as needed.
- Freeway Service Patrol:** through the State budget more Caltrans funds may become available reducing the need for Measure D funds

*RTC will seek grants or could decide at future date whether to utilize bond or other financing that may be required in years 4 and 5 to accelerate delivery.

Measure D: 5-Year Program of Projects (FY17/18-FY22/23)**Agency:** *Santa Cruz County Regional Transportation Commission (SCCRTC)***Expenditure Plan Category:** **Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor****Measure D Revenues**

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333

Name/Road/ limits	Description, complete streets components	Total Measure D	Amount of Measure funds to be used					Total cost estimate	Other Funds \$	Other fund sources	Est. Construction start date
			FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
San Lorenzo Valley (SLV) Safe Routes to Schools sidewalk (SR 9: Fall Creek Rd to SLVHS entrance)-Preconstruction	Sidewalk and transit stop	\$250,000	\$60,000	\$190,000				\$1,539,000	TBD	TBD: Seek ATP and other grants	FY2020/2021
Estimated Annual Measure D Expenditures			\$60,000	\$190,000	\$0	\$0	\$0				
RESERVE for projects identified through the SLV/Hwy 9 Corridor Plan			\$273,333	\$416,667	\$750,000	\$1,083,333	\$1,416,667				

Measure D: 5-Year Program of Projects (FY17/18-FY22/23)**Lead Agency:** Caltrans**Expenditure Plan Category:** **Highway 17 Wildlife Corridor****Measure D Revenues**

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667

Name/Road/ limits	Description, complete streets components	Total Measure D	Amount of Measure funds to be used					Total cost estimate	Other fund sources	Est. Construction start date
			FY17/18	FY18/19	FY19/20	FY20/21	FY21/22			
Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect wildlands on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$12.5M**	SHOPP: \$3115k Land Trust: \$3M	FY2020/2021
Estimated Annual Measure D Expenditures			\$0	\$0	\$0	\$0	\$5,000,000			
Carryover Balance - RESERVE for construction			\$166,667	\$333,333	\$500,000	\$666,667	(\$4,166,667)			

*Pre-construction funded through Caltrans SHOPP - \$3.1M. Land Trust has committed private funds for some of construction costs. At a future date, RTC, Caltrans, and Land Trust will evaluate grant financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure.

**Total cost will depend on type of undercrossing built. Design options currently being analyzed.

DRAFT**Measure D: 5-Year Program of Projects (FY17/18-FY22/23)****Agency:** Santa Cruz County Regional Transportation Commission**Expenditure Plan Category:** Rail Corridor**Measure D Revenues**

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations (update for your agency per RTC notice)	\$1,502,431	\$1,502,431	\$1,502,431	\$1,502,431	\$1,502,431

			Amount of Measure funds to be used					Other Funds \$	Other fund sources	Est. Construction start date
Name/Road/ limits	Description, complete streets components	Total cost estimate	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22			
Unified Corridor Investment Study	Analysis or rail corridor usage options consistent with Measure D	\$824,000	\$500,000					\$324,000	CT-Sust. Comm. Planning grant	underway
2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$1,100,000	\$200,000					\$900,000	FEMA	June 2017
Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$300,000	\$300,000							Oct. 2017
Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2017	\$2,800,000	\$300,000	\$1,300,000	\$600,000			\$600,000	RSTP Exchange	Mar. 2018
Drainage repair and improvements	On-going repair and improvement of drainage along the rail line to ensure proper drainage of water and minimize potential damage to rail corridor resulting from storms	\$262,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500			on-going
Track and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$1,540,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$1,000,000	Santa Cruz & Monterey Bay Railway	on-going
Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study				\$900,000	\$1,200,000	\$1,400,000			
Estimated Annual Measure D Expenditures			\$1,460,500	\$1,460,500	\$1,660,500	\$1,360,500	\$1,560,500			
Carry over to next fiscal year			\$41,931	\$83,862	(\$74,207)	\$67,724	\$9,655			
Annual Interest Earnings on Measure D Revenues				\$105	\$210	(\$186)	\$169			

*For Major Projects (e.g. require CEQA, over \$1M, and/OR lots of public interest), provide separate one-page summary with longer description, describe consistency with the Complete Streets Act; Cost/Funding/schedule by phase)

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Agency Updates on Senate Bill 1 and Measure D Formula Allocations

RECOMMENDATIONS

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

1. Receive updates from Measure D and Senate Bill 1 recipient agencies on planned use of new local and state transportation revenues; and
 2. Receive update on Measure D recipient agency agreement and implementation guidelines.
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, includes formula funding allocations to local jurisdictions and transit service providers for local efforts related to maintaining and improving local roads, including pavement, bicycle, and pedestrian infrastructure, and transit/paratransit services. Senate Bill 1 (SB1), approved by the State Legislature earlier this month, will also provide new formula funding for cities, the County of Santa Cruz and Santa Cruz METRO.

DISCUSSION

Measure D Allocations

All entities receiving Measure D funds are required to develop a five-year program of projects identifying how each agency plans to use Measure D funds in the upcoming 5 years. The 5-year project list will be updated annually and must be approved by each recipient agency following a public hearing. At its April 6, 2017 meeting, the RTC adopted the FY17/18 RTC budget, which included updated revenue and allocation estimates, as shown in [Attachment 1](#). **Staff recommends that agencies receiving formula allocations of new Measure D revenues provide updates on their 5-year plans.**

Senate Bill 1

On April 6, 2017 the California Assembly and Senate approve SB 1, a comprehensive transportation funding measure. SB 1 generates revenues from a combination of state gas taxes (which have not been raised since 1994), diesel taxes, and vehicle registration fees. [Attachment 2](#) includes a summary of the

approved bill. Based on preliminary estimates, SB1 is expected to increase funds to local agencies as follows:

New Local Streets and Roads (RMRP) funds - Per Year:

County of Santa Cruz (unincorporated)	\$6,000,000
Capitola	\$232,000
Santa Cruz	\$1,479,000
Scotts Valley	\$278,000
Watsonville	\$1,210,000

New State Transit Assistance

State Transit Assistance (STA)	
• Santa Cruz METRO	\$1,587,000
• SCCRTC (for transit programs)	\$1,510,000

Staff recommends that agencies receiving formula allocations of new SB1 revenues provide information on their preliminary plan for using those funds.

Maintenance of Effort

As discussed at the March 2017 ITAC meeting, Measure D requires recipients to meet "maintenance of effort" requirements in order to ensure that new revenues are used to supplement and not supplant revenues used for transportation purposes.

SB 1 also includes strong accountability measures, including a local maintenance of effort requirement and project-level reporting to the California Transportation Commission. Similar to the proposal for Measure D, in order to receive SB 1 Road Maintenance and Rehabilitation Program (RMRP) funds, a city and county must maintain its historic commitment to funding street and highway purposes by annually expending not less than the average of its expenditures over a specified three-year period. Local governments are also subjected to new reporting and oversight by CTC for the new funding revenue. Additionally, transit operators are required to report to the State Controller on new funding provided for "State of Good Repair" projects.

Based on input received at the March 2017 ITAC meeting, RTC staff has drafted the additional guidance for meeting the Measure D maintenance of effort requirement (Attachment 3). Once guidance is established for SB1, there may be opportunities to combine the maintenance of effort reporting requirements for Measure D with those which agencies will be required to provide to the state.

Next Steps

The master agreement and implementation guidelines were updated based on input from the ITAC and are currently under review by RTC management and counsel. Following final review by recipient agencies, the RTC board is expected to approve the final agreement and guidelines at its June meeting. Recipient agencies are expected to sign the agreements by June 30, 2017.

SUMMARY

Measure D includes funds that will be allocated by formula to cities, the County of Santa Cruz, Santa Cruz METRO, and Community Bridges. Each of the Measure D recipient agencies are in the process of developing a five-year program of projects. In order to ensure that requirements set forth in the voter-approved Measure D Ordinance are implemented, recipients will be required to sign a master agreement and guidelines for Measure D formula funds.

Attachments:

1. Updated Measure D Revenue Estimates
2. SB 1 Revenue Estimates
3. Measure D "Maintenance of Effort" guidance

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Measure D Apportionment Estimates
Based on FY17/18 RTC Budget - Adopted 4/6/17

Measure D Category/Allocation	FY 2017-18	5-Year*
Neighborhood Projects (30%)		
Hwy 9 Projects and Hwy 17 Wildlife Xing	\$500,000	\$2,500,000
City of Capitola	\$288,604	\$1,443,020
City of Santa Cruz	\$1,165,655	\$5,828,275
City of Scotts Valley	\$251,531	\$1,257,655
City of Watsonville	\$779,934	\$3,899,670
County of Santa Cruz	\$2,648,392	\$13,241,960
Transportation for Seniors and People with Disabilities (20%)		
Santa Cruz METRO (16%)	\$3,004,862	\$15,024,310
Community Bridges (4%)	\$751,215	\$3,756,075
Highway Projects (25%)	\$4,695,096	\$23,475,480
Active Transportation (17%)	\$3,192,665	\$15,963,325
Rail Corridor (8%)	\$1,502,431	\$7,512,155
Total Net Measure D Revenues	\$18,780,385	\$93,901,925

Notes:

- 1. Apportionments are based on net revenues after costs for Measure D administrative and other implementation tasks and fees.*
- 2. Estimates will be updated annually and actual allocations will vary based on actual sales tax revenue receipts. The 5-year estimate does not include any escalation rates, though some growth is expected.*
- 3. Allocations to cities and the County of Santa Cruz will be updated annually based on updated population, lane miles, and where Measure D Transaction and Use Tax revenues is generated.*
- 4. Payments will be made no less than quarterly.*
- 5. Recipient agencies will be required to sign and comply with agreements with RTC.*

SENATE BILL 1 (SB1) – Transportation Funding Package Summary

*Credit: This summary is based on a document prepared by the
Central Coast Coalition consultant, Gus Khouri*

On April 6, 2017 the California legislature approved a \$5.2 billion annual transportation funding package aimed fixing local roads, state highways and bridges and investing more dollars toward transit and safety projects through the passage of SB 1 (Beall). It also approved ACA 5 (Frazier), which will place a constitutional amendment on the November 2018 ballot to firewall the resources from being diverted away from their intended use.

The package was able to garner the requisite votes for passage after Governor Edmund G. Brown, Senate President pro Tempore Kevin de León, and Assembly Speaker Anthony Rendon struck a deal in SB 132 (Committee on Budget) with Assembly Member Adam Gray and Senator Cannella to provide \$400 million for the Altamont Corridor Express extension to Merced and a \$100 million parkway extension to UC Merced. In addition, \$427 million was appropriated to Riverside County for Assembly Member Sabrina Cervantes and Senator Roth for various projects. San Bernardino Senator Connie Leyva also received \$50 million in funding to combat stationary source pollution in her district.

The package also includes the restoration and indexing of state price-based excise taxes, which are used to fund local roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP). The bill also includes a progressive vehicle registration fee that is based on the valuation of a vehicle. These elements were key in securing several votes, particularly from Moderate Democrats.

Aside from the restoration of and indexing to the STIP, growth to the program was curbed in favor of new, annual funding available for trade corridors (\$300 million) and the creation of the Solutions for Congested Corridors Program (\$250 million), through competitive grants.

Governor Brown is expected to sign the package after the Spring Recess, which ends on April 17.

The package would rely on the following annual resources to fund the program:

- \$730 million by increasing diesel excise tax by 20 cents (beginning November 1, 2017)
- \$350 million by increasing diesel sales tax to 5.75 percent (beginning November 1, 2017)
- \$2.44 billion by increasing gasoline excise tax by 12 cents (beginning November 1, 2017)
- \$1.63 million from a transportation improvement fee based on a vehicle's value (starting January 1, 2018) as follows:
 - o \$25 for vehicles with a market value under \$4,999
 - o \$50 for vehicles with a market value between \$5,000 to \$24,999
 - o \$100 for vehicles with a market value between \$25,000 to \$34,999
 - o \$150 for vehicles with a market value between \$35,000 to \$59,999
 - o \$175 for vehicles with a market value over \$60,000
- \$20 million from an annual \$100 Zero Emission Vehicle fee commencing in 2020.
- \$706 million in one-time General Fund loan repayments.
- Aside from the sales tax on diesel, all taxes and fees are adjusted annually by the Consumer Price Index
- \$100 million through Caltrans efficiencies.
- "Gas Tax Swap" annual adjustments by the Board of Equalization are eliminated on

July 1, 2019, thereby resetting price-based portion of gas tax to 17.3 cents. Funds would continue to be split 44%/44%/12% to the STIP, local streets and roads, SHOPP, respectively.

Allocations would be divided annually as follows:

Local Streets and Transportation Infrastructure (50 percent):

- \$1.5 billion in "Fix-It-First" local road repairs, including fixing potholes
- \$750 million to improve local public transportation
- \$200 million to support local "self-help" communities that are making their own investments in transportation improvements
- \$100 million to the Active Transportation Program (bicycle and pedestrian projects)
- \$82.5 million for the State Transportation Improvement Program after restoration
- \$27.5 for Interregional Transportation Improvement
- \$40 million for commuter and intercity rail programs
- \$25 million in local transportation SB 375 planning grants.

State Highways and Transportation Infrastructure (50 percent):

- \$1.5 billion in "Fix-it-First" highway repairs, including smoother pavement
- \$400 million in bridge and culvert repairs
- \$300 million to improve trade corridors
- \$250 million to reduce congestion on major commute corridors
- \$140 million in other transportation investments, including \$27.5 million for highway and intercity-transit improvements.
- \$25 million for the freeway service patrol
- \$7 million for university research
- \$5 million per year for five years to promote pre-apprenticeship training programs.
- \$706 million in General fund loan repayments would be divided as follows:
 - o \$236 million to the Transit Capital and Intercity Rail Program
 - o \$225 million to the SHOPP
 - o \$225 million to local transit agencies
 - o up to \$20 million for local planning grants

Accountability Measures:

- As mentioned above, ACA 5 would prohibit spending the funds on anything but transportation, subject to voter approval on the November 2018 ballot
- Creation of the Office of Inspector General to ensure Caltrans and any entities receiving state transportation funds spend taxpayer dollars efficiently, effectively and in compliance with state and federal requirements
- Authorization for the CTC to review and allocate SHOPP funding and Caltrans staffing for highway maintenance to ensure those levels are reasonable and responsible. This includes CTC project review, approval, and public hearings.
- Authorization for Caltrans to complete earlier mitigation of environmental impacts from construction in order to reduce costs and delays while protecting natural resources.

This bill also includes new 10-year performance targets for the state highway program, including requiring not less than 98% of pavement on the state highway system be in good or fair condition; not less than 90% level of service achieved for maintenance of potholes, spalls, and cracks; not less than 90% of culverts in good or fair condition; not less than 90%

of the transportation management system units in good condition; and to fix not less than an additional 500 bridges.

Local governments are also subjected to new reporting and oversight by CTC for the new funding revenue, including submitting yearly project lists and maintaining their current level of local general fund contributions to their roads systems. Additionally, the state's transit operators are required to report to the State Controller.

Impacts for Santa Cruz County

The following are estimates for formula allocation programs:

New Local Streets and Roads Investments Per Year

County of Santa Cruz (unincorporated)	\$6,000,000/year
Capitola	\$232,000
Santa Cruz	\$1,479,000
Scotts Valley	\$278,000
Watsonville	\$1,210,000

Other Formula Funds

State Transit Assistance (STA)	
PUC 99314: Santa Cruz METRO	\$1,587,000
PUC 99313: Santa Cruz County RTC	\$1,510,000
State Transportation Improvement Program (STIP): RTC	\$600,000

For the SHOPP, it is estimated that \$3.25 billion in additional funding will be made available for the Central Valley and Coast Counties (19 counties) over a five-year period. An additional \$280 million is made available for highway maintenance over a five-year cycle. Caltrans District 5 will be responsible for proposing projects on Santa Cruz County highways to compete for those funds.

ADDITIONAL INFORMATION

Transit and Intercity Rail Capital (TIRCP)

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed program, which provides funding for rolling stock and rail improvements, that is currently reliant upon somewhat unpredictable Cap-and-Trade funds and administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the Transportation Improvement Fee (TIF) starting in FY 2018-19. This amount is set forth in the statute and will not escalate even though the TIF rate is indexed to inflation. In FY 2017-18, the TIRCP should receive approximately half the annual amount (\$123 million) from the TIF since the new fee is not effective until January 1, 2018.

Intercity and Commuter Rail Funding

SB 1 creates dedicated funding for intercity rail and commuter rail programs by the imposition of a new 0.5 percent diesel sales tax. Similar to the TIRCP, projects would be

selected by CalSTA. Of the approximately \$37.5 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (such as Metrolink) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019.
- Funds may be spent for operations or capital.
- Similar to the State Transit Assistance (STA) program, the actual amount of revenue each year will depend on diesel prices and sales.

State Transportation Improvement Program (STIP)

While there are no specific provisions for the STIP, effective July 1, 2019, it boosts funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the "price-based excise tax." Instead, SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will begin in July 1, 2020. In recent years, the CTC has essentially restricted STIP funding to what is generated by the price-based excise tax. This tax is a major source of STIP funding, receiving 44 percent of its revenue after backfilling the State Highway Operation & Protection Program (SHOPP) for the loss of weight fees. Since the existing rate of 9.8 cents/gallon already offsets weight fees, any increase above that is distributed directly according to a 44/44/12 percent formula where the other 44 percent goes to cities and counties for local streets and roads, and the 12 percent goes to Caltrans for highway maintenance and rehabilitation.

While it's impossible to predict exactly how this will affect STIP funding in the future relative to what would have occurred if the rate were pegged to the price of fuel, the Department of Finance estimates a net benefit to the STIP over 10 years of \$1.1 billion, or \$825 million for the Regional Transportation Improvement Program. For Santa Cruz County, this amounts to approximately \$600,000 which is still significantly lower than historic STIP levels. This estimate may be on the conservative side. If we assume the price-based excise tax would not go above the 11.7 cents/gallon rate in effect on July 1, 2017 then the 17.3 cents/gallon rate amounts to a 5.6 cents/gallon increase – equating to \$840 million more per year statewide, including approximately \$370 million per year in new STIP funding statewide. Note that this increase will not begin until the FY 2019-20 year.

State-Local Partnership Program for "Self-Help" Counties

SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for counties that have dedicated transportation funding from uniform developer fees or voter-approved taxes. The program is similar to the State-Local Partnership Program established by Proposition 1B except it is limited to counties, so unfortunately

transit agencies with voter- approved taxes are not eligible. The bill requires the CTC to adopt guidelines for the program on or before January 1, 2018.

Congested Corridors Program

The bill establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the CTC, focuses on multi-modal solutions to the most congested corridors in the state and takes a performance- based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes. The bill requires the CTC to score each project on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Furtherance of state and federal air quality and greenhouse gas emission reduction
- Efficient land use
- Matching funds
- Project deliverability

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) can nominate projects, but a maximum of 50 percent can be awarded to projects nominated only by Caltrans. With respect to how projects will be scored, the bill emphasizes that preference will be given to projects that are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.”

As for the mechanics of the program, the CTC is required to develop guidelines for the program in consultation with the Air Resources Board and after conducting at least one hearing in northern California and one hearing in southern California. CTC is also required to provide draft guidelines to the Joint Legislative Budget Committee and the

transportation policy committees in each house and adopt the guidelines no sooner than 30 days after that submission to the Legislature. The bill requires the CTC to adopt an initial program based on the first appropriation of funds, but such program may cover a multiyear programming period. Subsequently, the program shall be adopted on a biennial basis. Beginning in March 2019, the CTC is required to provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

Bicycle and Pedestrian Access Improvements

In addition to augmenting the Active Transportation Program by \$100 million per year, SB 1 requires that Caltrans update the Highway Design Manual to incorporate the “complete streets” design concept. No other limitations or conditions on the use of funds are included in the bill.

Local Planning Grants

As noted above, the bill provides \$25 million to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose of the grants is to “encourage local and regional planning that furthers state goals as provided in the regional transportation guidelines” adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor’s Office of Planning and Research and the Department of Housing and Community Development. In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for local and regional agencies for climate change adaptation planning. This is funded from the Public Transportation Account as a result of a General Fund loan repayment.

Trade Corridors

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. In an unusual move, the bill provides the Legislature with full discretion over project selection for this program specifying only that funds shall be available for “corridor-based freight projects nominated by local agencies and the state.”

Advance Mitigation

SB 1 requires \$30 million to be set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects. The bill provides that the annual budget act or subsequent legislation may provide additional provisions for the program.

Job Training/Contracting Provisions

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. In addition, the bill requires the Legislature appropriate \$5 million per year for five years

starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. As noted above, SB 1 also requires Caltrans and cities and counties to follow guidelines to be developed by the California Workforce Development Board regarding pre-apprenticeship training programs no later than January 1, 2023.

EFFICIENCY, ACCOUNTABILITY & OTHER RELATED PROVISIONS

New Caltrans Audit Office Established

The bill requires the creation of an Independent Office of Audits and Investigations within Caltrans. The director of the office, whose title would be Inspector General, would be appointed for a six-year term by the Governor and confirmed by the Senate, and would be responsible for ensuring compliance by Caltrans and all entities receiving state and federal transportation funds with state and federal requirements and ensuring Caltrans follows accounting standards and practices and manages its programs in a financially responsible manner. The Inspector General is required to report annually on any audit or investigation findings and recommendations.

Capital Outlay Support and SHOPP Oversight Strengthened

The bill adds additional transparency requirements with respect to Caltrans support funding for projects in the State Highway Operation & Protection Program (SHOPP), requiring that such costs be identified up front for every SHOPP project by project phase and a delivery date for each project phase, including “project approval,” be provided. In addition, starting July 1, 2017, the bill requires that the CTC allocate the Caltrans’ capital outlay support resources by project phase to provide greater transparency in the development of the Caltrans budget.

Caltrans Requirement to Implement Efficiency Measures

The bill requires Caltrans to implement efficiency measures with goal of saving \$100 million/year in savings to invest in maintenance and rehabilitation of the state highway system. No specific efficiency measures are suggested in the bill.

OTHER PROVISIONS AND RELATED LEGISLATION

Truck Emissions

SB 1 includes a provision that limits the ARB from requiring truck owners to retire or retrofit trucks that meet existing ARB emissions standards (by 2023, all trucks must have 2010 model year engines or equivalent) before they are 13 years old or reach 800,000 miles. According to the California Trucking Association, this will ensure truck owners have time to recoup their investment in more efficient technology before being faced with a newer, stricter mandate. Environmental and health advocates raised concerns that the provision was overly broad and would prevent regulators from developing other air quality rules, such as capping emissions at warehouses and ports. In response, SB 1 was amended to clarify that the provision is not intended to undermine regional efforts. Though ARB expressed support for the deal, it was not sufficient to alleviate the aforementioned concerns and groups remained opposed.

Related Legislation

As mentioned above, to secure two-thirds support for the package, two other bills were amended including, SB 132, a budget trailer bill, and SB 496, a companion bill that must be enacted for the trailer bill to take effect. The April 6th version of SB 132 includes large earmarks for the Central Valley and Riverside County:

- \$427 million for the Riverside County Transportation Efficiency Corridor for five specific projects, including grade separation projects, bridge widening, an interchange and the State Route 91 Toll Connector to Interstate 15 North. □
- \$400 million for the extension of the Altamont Commuter Express to Ceres and Merced from the TIRCP □
- \$100 million for the University of California, Merced Campus Parkway Project from the State Highway Account □

SB 496 provides that with respect to all contracts for design services entered into after January 1, 2018, indemnity agreements are unenforceable, except under certain circumstances. The bill is similar – though not identical – to SB 885 (Wolk, 2016), which members of the Coalition opposed last year, along with the Self-Help Counties Coalition, which died without a hearing in the Assembly Judiciary Committee.

Draft Maintenance of Effort Guidance

Section 26 of the Measure D Ordinance states:

Pursuant to California Public Utilities Code 180001(e), funds generated by the Transportation Tax must 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.

Implementation Guidance - Section 7. Maintenance of Effort

- A. Recipient shall use Measure D funds to supplement and not replace existing revenues used for transportation purposes, including agency indirect costs and overhead. A maintenance of effort formula ensures that Measure D results in an increased or sustained level of transportation-related activities than would otherwise have been possible. 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. While Measure D funds shall not be used to directly replace and/or reduce those charges, Recipient may reduce or provide subsidies to development for their transportation needs and/or charges using other non-transportation sources to offset those charges. The entities receiving Measure Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies.
- B. An agency's baseline "maintenance of effort" shall be calculated based on the average of revenues and expenditures for transportation purposes in the three fiscal years prior to the start of Measure D allocations to recipient agencies (FY14/15, FY15/16, and FY16/17).

- C. The baseline calculation shall include the following **revenues**: local discretionary revenues, formula funds received for transportation purposes (e.g. gas tax, state transit assistance, FTA5311, etc.)
1. Local agency discretionary revenues (general funds, sales and property taxes and other fees) designated for transportation purposes shall be adjusted annually in proportion to growth or decline of gross Measure D sales tax revenues. Dedicated funds for transportation which are not locally generated, such as state gas tax and other state and federal formula funds shall not be subject to this adjustment.
 2. Revenues from special, non-formula, competitive grants, and/or past revenues carried over into FY14/15-16/17 for special projects and/or emergencies will not be part of MOE baseline calculation but shall still be identified in the baseline report. This includes, but is not limited to, one-time grants such as Regional Surface Transportation Program (RSTP)/Surface Transportation Block Grant Program (STBG), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), American Recovery and Reinvestment Act (ARRA), Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), FTA5310, and FEMA grants. While these are not part of the baseline calculation, agencies will be expected to continue to seek and secure grants from other sources, use some Measure D funds to leverage other grants, and not depend on Measure D formula funds to supplant those efforts.
- D. *Expenditures*: In the baseline report, Recipients shall also show how revenues were used in FY14/15-16/17. This includes a breakdown by transportation purpose, such as ongoing operations, maintenance, transit service type, major projects, street sweeping, pavement, bicycle projects, walkways, as well as outside transportation programs your agency has contributed funds to (such as safe route to school, transportation demand management, and paratransit programs), and agency staffing, overhead and indirect costs.
- E. *Exceptions*: The RTC recognizes that there will be instances where other and sometimes longstanding local, state, or federal revenues, formula funds, and grants will fluctuate or no longer be available. There also may be instances where a recipient agency reserves several years of funds, then spends several years of banked revenues in one fiscal year. If there are past revenues or expenditures which an agency proposes to exclude from the baseline maintenance of effort calculations, or if an agency is unable to meet the baseline maintenance of effort in a given year, the agency must provide a written justification for such exclusion for consideration by the RTC and the Measure D Oversight Committee. The written justification must include evidence for the need for any lower base amount.

- F. If extraordinary storm damage or other emergencies occur in a given year, an agency may request an exception to maintenance of effort requirements that year.
- G. Recipient agencies have up to three fiscal years to meet the adjusted minimum expenditure requirement. If an agency fails to submit annual reports or adjusted annual expenditures of local discretionary revenues do not meet the maintenance of effort requirements within three fiscal years, the Measure D allocations amount will be reduced by the amount that the agency did not meet the baseline level of expenditures of the agency discretionary revenues and the remaining Measure D will be reserved until any and all maintenance of effort expenditures are fulfilled or a plan to meet the maintenance of effort amount moving forward has been approved by the RTC.
- H. Recipients shall submit their baseline calculation to the RTC prior to July 1, 2017. Recipients shall demonstrate and certify their maintenance of effort through the annual report and audit, and provide supporting documentation of how they calculated their maintenance of effort, which may include annual fiscal expenditure reports or ledgers and/or State Controllers reports used to comply with Senate Bill 1 (2017) or the California Streets and Highways Code.

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: State and Federal Freight Program Updates

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive updates on state and federal freight programs from Caltrans and Association of Monterey Bay Area Governments (AMBAG) staff.

Caltrans has been working with partners throughout the state to implement Fixing America's Surface Transportation Act (FAST) and California program provisions related to freight. Caltrans District 5 planner Kelly McClendon and Association of Monterey Bay Area Governments (AMBAG) staff will discuss these activities as well as previous and planned activities related to freight at this meeting, including information on freight planning in the Central Coast region.

Attachments:

1. Caltrans District 5 Freight Update
2. AMBAG Report on the California Freight Investment Program

s:\itac\2017\apr2017\freight report.docx

DATE: 4/14/17
TO: Interagency Technical Advisory Committee (ITAC)
FROM: Kelly McClendon, Planner, Caltrans
RE: Freight Update

BACKGROUND

The freight transportation system is multimodal, involving a mixture of public and private infrastructure from the local to global scale. Its multiple stakeholders represent supply (infrastructure and services) and demand (consumers and shippers). The freight system's tangible connection to the economy led to an increased focus nationally during and following the recession of the late 2000s.

In 2012, the Moving Ahead for Progress in the 21st Century (Map 21) federal transportation funding bill emphasized strengthening America's highway and public transportation systems as a means of creating jobs and supporting economic growth. Map 21 increased the federal share of funding for eligible freight projects, continued the Projects of National and Regional Significance program to fund critical freight needs, and adding funding eligibility for truck parking projects. On the planning and policy side, Map 21 initiated the development of a national freight policy and a National Freight Strategic Plan. These efforts included the establishment of a new National Freight Network (NFN) to represent facilities critical to the movement of freight.

In 2015, Map 21 was superseded by the Fixing America's Surface Transportation Act (FAST). FAST replaced the NFN with the new National Multimodal Freight Network (NMFN). The purpose of the NMFN is to inform freight planning, assist states in directing resources toward improved performance for freight movement, and assist in the prioritization of federal investment.

In addition to the new NMFN, FAST included funding for two new freight initiatives:

National Highway Freight Program - this program is intended to improve efficient movement of freight on the NMFN. It provides \$6.3 billion nationally in formula funds over five years. Up to ten percent of funds can go toward intermodal projects.

- California's estimated apportionment is as follows:
 - \$106,303,825 for fiscal year 2016
 - \$101,681,920 for fiscal year 2017
 - \$110,925,731 for fiscal year 2018
 - \$124,791,447 for fiscal year 2019
 - \$138,657,164 for fiscal year 2020
 - **Total: \$582,360,087**

Nationally Significant Freight and Highway Projects (FASTLANE) - this new discretionary program is funded at approximately \$900 million per year for projects on the National Highway Freight Network, a subnetwork of the NMFN. Eligibility requirements for the program include the following:

- Projects must cost at least \$100 million.
- 10 percent of total funding is reserved for small projects and 25 percent is set-aside for rural projects.
- There is a \$500 million limit on non-highway multimodal projects.
- The federal share is limited to 60 percent of project cost, though other federal dollars can be used as a non-federal match as long as the total amount of federal dollars do not exceed 80 percent of project cost.
- Grant funds can be used to pay for the subsidy cost of a TIFIA loan.
- Within 60 days, Congress reserves the right to disapprove any project contained in the US Department of Transportation approved list.

Attachment: Caltrans Freight Planning Fact Sheet



Caltrans District 5

District Address

50 Higuera Street
San Luis Obispo, CA 93401-5415

Goods Movement Contacts

District 5: Kelly McClendon, Kelly.Mcclendon@dot.ca.gov, (805) 549-3510
HQ: Shannon Roberts, Shannon.T.Roberts@ca.dot.gov, (916) 653-0808

District 5 covers five counties along California's Central Coast: Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz. The region's key freight-dependent industries are agriculture, manufacturing, and truck transportation/warehousing.

TRUCKING

Primary North-South Routes:

US 101, SR 1, SR 135, SR 152, SR 156, SR 17, SR 217

Primary East-West Routes:

SR 129, SR 166, SR 198, SR 41, SR 46, SR 58, SR 68

The primary artery running north-south through the region is US 101, which provides direct connectivity to major markets and intermodal facilities in the Los Angeles and San Francisco Bay Area regions. The majority of goods in this region, in terms of tonnage and value, are moved by trucks.

A variety of east-west highways connect the region with Interstate 5 and intermodal distribution centers in the Central Valley. The bulk of the Central Coast region's freight is either coming from or heading to other parts of California.

Key Warehousing & Distribution Centers

Santa Maria, Santa Barbara County: Industrial commercial areas of Blosser Road and Betteravia Road; products that arrive from agricultural production centers or manufacturers use SR 166 and Betteravia Road to access US 101.

Salinas, Monterey County: Distribution occurs from farms, greenhouses, and manufacturing. Major freight-dependent industries are strategically located near US 101 for maximum efficiency.

Watsonville, Santa Cruz County: Distribution shares geography with manufacturing and agricultural processing. Freight flows are concentrated in south Watsonville along SR 129 and SR 1.

RAIL LINES

Class I Railroads:

The Central Coast is served by one Class I railroad, the Union Pacific (UP) Coast mainline. The UP mainline runs north and south along the coast through District 5 and connects with UP trackage in the Los Angeles Basin. Rail is able to provide freight connectivity to the Ports of Oakland and Los Angeles/Long Beach. Freight on this route is generally carload traffic rather than intermodal. This rail route serves import and export traffic in California, Oregon, and Washington.

Short Line Freight Railroads:

Santa Maria Valley Railroad is a private 14-mile system that connects to the UP mainline in Guadalupe. The east-west spur connects to central Santa Maria while two north-south spurs serve the Betteravia area and the Santa Maria Airport area.

Other branch lines, include the UP Hollister Spur, UP Lompoc Spur, and Santa Cruz Branch Line. These lines serve freight and have speed limits limited to 20 mph due to rail class.

AIR CARGO AIRPORTS

In 2014, the following three airports carried the most metric tons of cargo within the district:

- Santa Barbara (SBA) – 1,777 tons
- San Luis Obispo (SBP) – 1,548 tons
- Monterey Peninsula (MRY) – 511 tons



SOURCES AND ADDITIONAL INFORMATION

Caltrans Office of Truck Services, <http://www.dot.ca.gov/hq/traffops/trucks/>

Monterey Bay Area Mobility 2035, http://www.ambag.org/pdf/monterey_bay_area_mobility_2035.pdf

Caltrans District 5 Goods Movement Website, http://www.dot.ca.gov/dist05/planning/goods_movement.htm

Central Coast California Commercial Flows Study,

http://www.ambag.org/sites/default/files/documents/Central%20Coast%20CA%20Commercial%20Flows%20Study_Final_Revised%206-12-12.pdf



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

SUBJECT: California Freight Investment Program

MEETING DATE: April 12, 2017

RECOMMENDATION:

Receive a presentation on the California Freight Investment Program.

BACKGROUND/DISCUSSION:

The *Fixing America's Surface Transportation (FAST) Act* was signed into law on December 4, 2015 and established the National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network and support the following goals:

- Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improve the state of good repair of the National Highway Freight Network;
- Use innovation and advanced technology to improve safety, efficiency and reliability;
- Reduce the environmental impacts of freight movement on the National Highway Freight Network.

The National Highway Freight Program provides approximately \$582 million to California over the five year period of the *FAST Act* to accomplish these goals.

On June 27, 2016 the Governor signed Senate Bill 826 (Leno, 2016) which directs the California Transportation Commission to allocate National Highway Freight Program funds to corridor based projects selected by local agencies and the state. Consistent with this legislation, the California Transportation Commission created the California Freight Investment Program to program, allocate and administer state and federal funds for freight and trade corridor improvements. The California Transportation Commission is currently developing guidelines for the California Freight Investment Program and plans to adopt the guidelines at its May 2017

Planning Excellence!

Meeting, with the initial program of projects scheduled for adoption at its October 2017 Meeting. The draft California Freight Investment Program Guidelines are available for review at <http://www.catc.ca.gov/programs/CFIP.html>.

Significant for the AMBAG Region, the draft guidelines establish a Central Coast Freight Corridor, encompassing the counties of Monterey, San Benito, Santa Cruz, San Luis Obispo and Santa Barbara. The proposed Central Coast Freight Corridor is based on the *U.S. 101 Central Coast California Freight Strategy*, which was developed collaboratively by the five counties and established freight project priorities for the Central Coast. Though not a guarantee of funding, the establishment of the Central Coast Freight Corridor enhances the ability of the Central Coast to compete for freight funding and provides a goal for geographic equity.


FINANCIAL IMPACT:

N/A

COORDINATION:

AMBAG has participated in the California Freight Investment Program Workgroup and provided input to the development of the draft guidelines.

APPROVED BY:



Maura F. Twomey, Executive Director