



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

AGENDA
Thursday, May 25, 2017
1:30 p.m.

RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

**NOTE SPECIAL
MEETING DATE**

**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 April 20, 2017 ITAC meeting - Page 3

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Highway 1/17 interchange - aesthetic treatments - Page 7
 - a. Report from Luis Duazo, Caltrans District 5
 - b. Attachments
8. Provide Input on Unified Corridor Study (UCS) Scenarios - Page 14
 - a. Staff report – Ginger Dykaar and Grace Blakeslee

b. Attachments

9. Updates on State Funding Programs – Senate Bill 1 (SB1) Implementation - Page 19
 - a. Staff report – Rachel Moriconi
 - b. Attachment
10. 3-Year Project Initiation Document Priorities - Page 33
 - a. Staff report – Rachel Moriconi
11. Next Meeting – The next ITAC meeting is scheduled for June 15, 2017 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. Meeting may be cancelled if there are no action items. The ITAC does not meet in July.

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

AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

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

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. 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.

S:\ITAC\2017\May2017\May2017-ITACagenda2.docx



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

DRAFT MINUTES

Thursday, April 20, 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)
Mark Dettle, Santa Cruz Public Works
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

RTC Staff Present: Rachel Moriconi

Others Present: Maura Twomey, AMBAG

1. **Call to Order:** Chair Fontes called the meeting to order at 1:30 p.m.
2. **Introductions:** Self introductions were made.
3. **Oral Communications:** Murray Fontes appreciated all of the work that Interagency Technical Advisory Committee (ITAC) members do to serve the community and improve transportation in Santa Cruz County, sharing a short story about recent storm damage which has especially impacted the County of Santa Cruz and the workload of former ITAC Chair Steve Wiesner.
4. **Additions, deletions, or changes to consent and regular agendas:** None.

CONSENT AGENDA

5. **Approved Minutes of the March 23, 2017 ITAC meeting (Fliesler/McClendon).** *The motion passed unanimously with Buika, Emerson, Fliesler, Fontes, Friedrich, Kahn, and McClendon voting yes. Dettle abstained.*

REGULAR AGENDA

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

UCSC – Teresa Buika reported that UCSC is interested in working with local jurisdictions to coordinate expansion of carshare programs. Links to current Zipcar carshare programs is on

the Cruz511.org website.

METRO –Barrow Emerson reported that METRO continues to work with the City of Santa Cruz and UCSC to lease articulated buses to serve UCSC. METRO is also working with the City of Santa Cruz on developing a Transportation Demand Management (TDM) program for downtown.

Santa Cruz – Mark Dettle reported that the city is finishing up Measure H bond-funded paving projects this spring and summer. Many paving projects include striping for bicycle and pedestrian facilities. The Branciforte Creek bike/pedestrian bridge/connection started construction, with a portion of the San Lorenzo River path closed until July. Claire Fliesler reported that the city council will consider a contract with Social Bicycles to set up bike share stations for 250 bicycles. The city is also seeking an Urban Greening grant for the Swanton Boulevard multi-use path connecting Natural Bridges State Park and the Mission Street Extension-Wilder Ranch trail. The city is continues work with METRO on the downtown TDM and Pacific Station projects.

Caltrans – Kelly McClendon reported that the Highway [129 curve realignment project](#) is underway, with a full road closure expected April 30 to May 5, with construction scheduled to be complete in June. Fish and Wildlife and Caltrans are expected to sign an agreement for advance mitigation credits, as part of the Highway 17 wildlife crossing project. Caltrans will be announcing planning grants very soon [*the City of Watsonville Complete Streets Plan was subsequently approved for funding*]. He noted that SB1 includes additional funding for planning. Murray Fontes requested that information be shared as guidelines are developed for this and other SB1 funding programs. Mr. McClendon also reported that the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities program call for projects will be released soon. Several [construction projects](#) are restarting countywide after winter suspension.

Maura Twomey arrived.

SCCRTC: Rachel Moriconi reported that the “Cruz511 in Your Neighborhood” individualized transportation information public outreach effort is starting, including community events in the cities of Santa Cruz and Watsonville. In April, the RTC approved the financially constrained 2040 Regional Transportation Plan (RTP) project list, as recommended by project sponsors. The RTC also approved a staff recommendation to conduct environmental review of the North Coast rail trail segment of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) in order to provide the information necessary for the RTC to select a preferred alignment. A community meeting on the Highway 9/San Lorenzo Valley (SLV) Corridor plan is scheduled for May 31.

AMBAG: Erich Friedrich reported that AMBAG is seeking consultants for a Central Coast supra-region activity-based model and is seeking funding to prepare a regional transportation performance measure plan. AMBAG is working on updating financial estimates for the 2040 Regional Transportation Plan (RTP)/Metropolitan Transportation Plan (MTP) based on new Senate Bill 1 funding estimates. AMBAG is also releasing its rural transit study which identifies strategies for rural areas.

Scotts Valley – Jessica Kahn reported that the city council approved the final design for the

Scotts Valley Dr./Mount Hermon Rd./Whispering Pines intersection project, incorporating many comments submitted by the RTC's Bicycle Committee. The project is expected to go to construction this summer. The city is also preparing a new pavement management plan.

Watsonville – Murray Fontes reported that the city is starting the Freedom Blvd. plan line project. The city is also requesting State Transportation Improvement Program (STIP) allocations for funds previously programmed for Airport Boulevard from Freedom Blvd to the city limits and sidewalk infill on Main Street and Harkins Slough Road.

7. Recommended RTC Approval of Measure D: Five-year plans for regional projects

Rachel Moriconi presented the five-year program of projects for each of the Measure D regional investment categories.

The committee approved a motion (Fliesler/Buika) recommending that the Regional Transportation Commission (RTC) approve the staff recommended 5-year program of projects for the Highway Corridors, Active Transportation and Rail Corridor investment categories and for the San Lorenzo Valley (SLV) Highway 9 Corridor and Highway 17 Wildlife Crossing. *The motion passed unanimously with Buika, Dettle, Emerson, Fliesler, Fontes, Friedrich, Kahn, and McClendon voting yes.*

8. Received agency updates on Senate Bill 1 and Measure D formula allocations

Rachel Moriconi presented information on Senate Bill 1 and Measure D allocations which will be distributed by formula to cities, the County of Santa Cruz and Santa Cruz METRO and requested that agencies provide updates on how they plan to use these new local and state revenues. She noted that recent California Department of Finance estimates for cities and counties are lower than previous Caltrans estimates that were included in the staff report. She also provided updated guidance on meeting the Measure D maintenance of effort requirement, based on input received at the March 2017 ITAC meeting. She noted that once maintenance of effort (MOE) requirements for SB 1 are established, there will hopefully be opportunities to coordinate MOE reports required by the state with those submitted for Measure D.

Agencies reported the following updates:

- Watsonville – City council approved its Measure D 5-year program of projects on March 28 and has identified some reconstruction projects to fund with SB1 revenues.
- UCSC – Teresa Buika suggested that some of the increased State Transit Assistance (STA) funds be used to increase bus service to UCSC.
- METRO –At least some SB 1 funds are expected to be used for replacement buses. Measure D expenditures, proposed to be used for operations in the first five years, will be considered as part of METRO's annual budget. METRO is also hiring drivers needed to maintain existing service.
- Santa Cruz – City council will consider the Measure D 5-year program of projects at its May 9 meeting. The list includes a combination of paving, bicycle, pedestrian and trail projects. In future years, some Measure D revenues will be used to serve as a local match to leverage other grants. SB 1 funds will help address ongoing operations and maintenance, including storm water, street lighting, and pavement repairs.
- Scotts Valley – City council is expected to approve Measure D and SB1 uses as part of

the city budget, following a public hearing on June 7.

- County – RTC staff noted that the County is soliciting public input through an online survey and plans to approve projects to receive Measure D funds through its June budget process.
- Caltrans: SB 1 includes a significant increase in funds for the State Highway Operation and Protection Program (SHOPP).
- Regional – RTC and AMBAG staff do not anticipate significant new regional funding opportunities from SB 1. Any new State Transportation Improvement Program (STIP) funds will be incorporated into the RTC's 2018 Regional Transportation Improvement Program (RTIP) development process. However, the amount of projected new STIP funds for Santa Cruz County over ten years is less than the amount that was deleted by the California Transportation Commission (CTC) in 2016.

9. Received State and Federal freight program updates

Kelly McClendon presented information on freight in Santa Cruz County and the central coast, including information on major freight corridors, maps of freight-dependent industries, trucking hubs, and commercial flows, noting that the region exports more goods than are imported. He highlighted key freight routes in Santa Cruz County, especially Highway 1, Highway 129, and Highway 17. He noted that freight stakeholders have identified improving speeds on the Santa Cruz Branch Rail Line, safety on Highway 129 and Highway 17, and congestion on Highway 1 as significant issues. He also provided an overview of the California Freight Mobility Plan, which includes a project list that Caltrans will be updating.

Maura Twomey presented information on the California Freight Investment Program (CFIP), which will be used to distribute formula freight funds from the Fixing America's Surface Transportation (FAST) Act's National Highway Freight Program. The California Transportation Commission (CTC) is finishing draft guidelines for the program and will be soliciting applications for \$582 million in funds soon. Based on comments from regional agencies, \$7-10 million is targeted for the Central Coast. Projects will need to be ready to start construction by 2020. This and other state and national freight programs will be very competitive, especially since most guidelines look at annualized numbers, whereas peak season freight volumes are more significant in the Monterey Bay Area. A first step is identifying projects that are on Critical Urban and Critical Rural freight corridors.

- 10. Next meeting:** The ITAC agreed to hold the meeting on May 25, 2017 at 1:30pm in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. This is one week later than the typical meeting date.

The meeting adjourned at 3:12 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

S:\ITAC\2017\Apr2017\Apr2017-ITACminutes.docx

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Luis Duazo, Project Manager, Caltrans
Peter New, Landscape Architect, Caltrans

RE: Aesthetics on Caltrans projects near the Fishhook

RECOMMENDATIONS

Approve recommendations from Caltrans District 5 Landscape on aesthetic treatments proposed for Caltrans projects near the Highway 1/17 Interchange (Fishhook).

PROJECTS

Three Caltrans projects under development are being presented for your review:

Shoulder Widening and Retaining Wall on southbound Route 17 at the Pasatiempo on-ramp to southbound Route 17 ramp connector to southbound Route 1. The project will cut back the cut slope, construct a retaining wall (750' long, 20 feet tall), add a 10 foot paved outside shoulder, and improve roadway drainage. Cost \$5.7M. Construction start Spring 2018. (05-1C670)

Ramp Safety Improvements on southbound Route 17 ramp connector to southbound Route 1. The project will modify the ramp connector alignment with a 750' radius curve (47 MPH design speed), construct a retaining wall (677-foot long, 18 foot tall), resurface existing pavement with an open graded friction course, and improve drainage. Cost \$5.8M. Construction start Spring 2020. (05-1H060)

Bridge Rail Upgrade on the 1/17 ramp connector and the Ocean St Undercrossing. The project will replace bridge railing and refinish bridge decks. This existing bridge railing does not meet National Cooperative Highway Research Project (NCHRP) Report 350 criteria. Cost \$4.2M. Construction start Spring 2018. (05-1F520)

DISCUSSION

The first two projects will construct fairly large retaining wall structures along this entrance into the City of Santa Cruz. The visual assessment of these projects state that they will result in a noticeable visual change with loss of mature vegetation, and introduction of wall structures that would add to the urban character of the area. The change would be offset by mitigation measures including aesthetic treatment of the retaining wall face with input from both the City and County of Santa Cruz, and landscaping.

The Bridge Rail project presents another opportunity for City and County input on aesthetic treatment of the bridge rails.

The Caltrans Landscape Architect has developed recommendations for review and approval based on consistency with the recent highway projects - 1/17 Merge Lanes, and Soquel to Morrissey Auxiliary Lanes.

AESTHETIC DECISIONS

2 PROJECTS

- ROUTE 17 PASATIEMPO SHOULDER WIDENING (EA 05-1C670 & EA 05-1H060)
WALL AESTHETICS
- ROUTE 1 & 17 BRIDGE RAIL REPLACEMENT (EA 05-1F520)
BRIDGE RAIL AESTHETICS

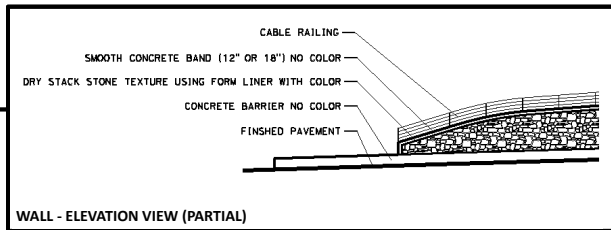
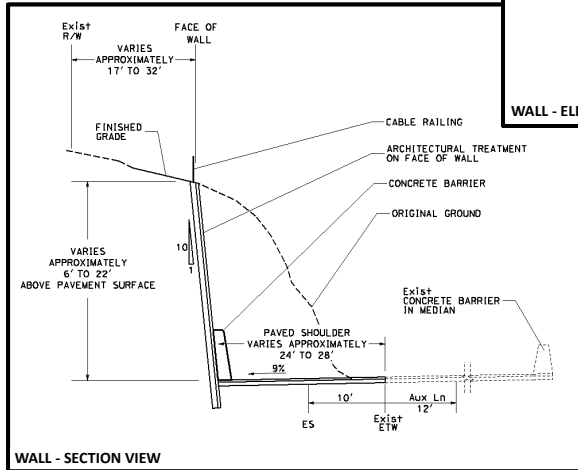
ROUTE 17 PASATIEMPO WALLS

PROJECT LOCATION



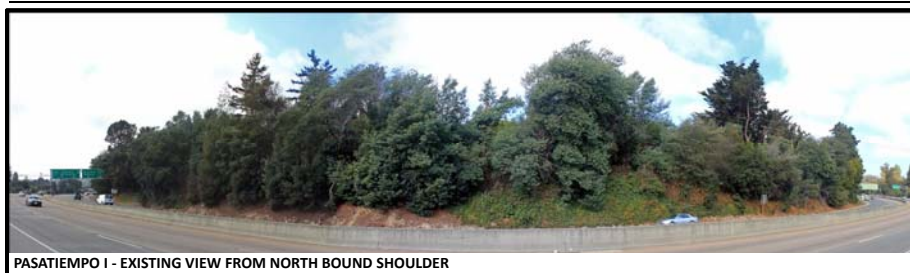
ROUTE 17 PASATIEMPO WALLS

PROJECT ELEMENTS



ROUTE 17 PASATIEMPO WALLS

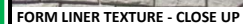
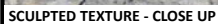
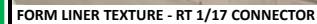
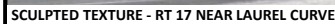
ENVIRONMENTAL VISUAL ASSESSMENT



PROJECT ELEMENTS



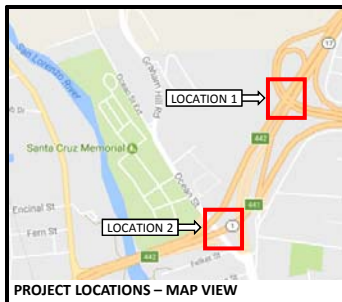
EXISTING WALL TEXTURES



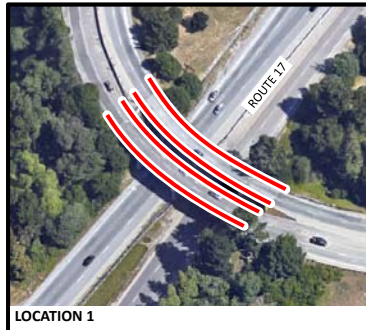
PREFERRED OPTION

ROUTE 1 & 17 BRIDGE RAILS

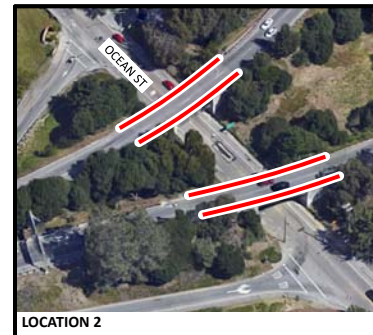
PROJECT LOCATIONS



PROJECT LOCATIONS – MAP VIEW



LOCATION 1



LOCATION 2

ROUTE 1 & 17 BRIDGE RAILS

PROJECT LOCATIONS



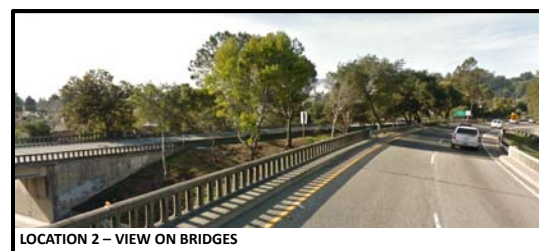
LOCATION 1 – VIEW BELOW BRIDGES



LOCATION 2 – VIEW BELOW BRIDGES



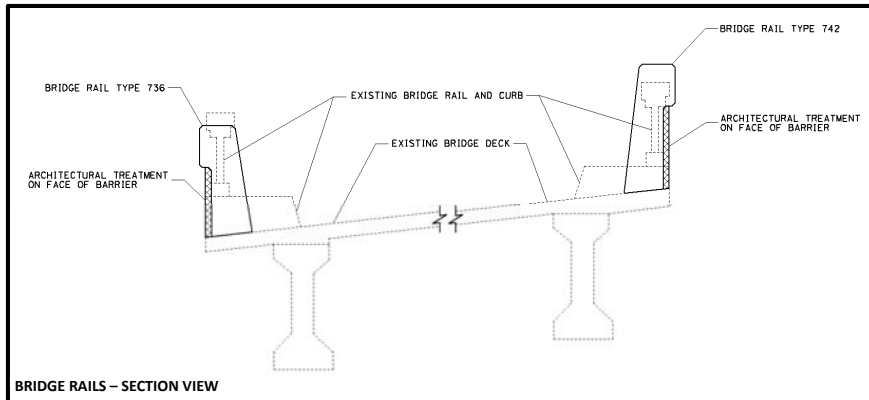
LOCATION 1 – VIEW ON BRIDGES



LOCATION 2 – VIEW ON BRIDGES

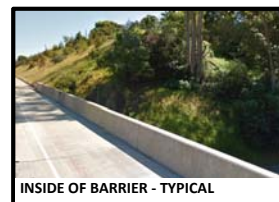
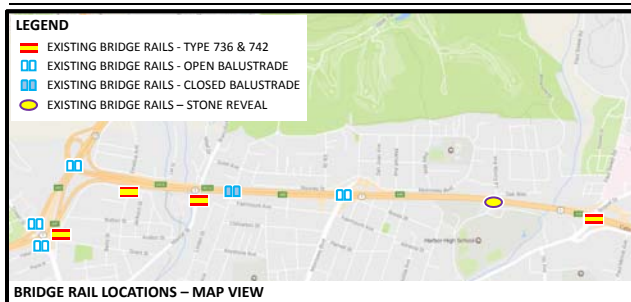
ROUTE 1 & 17 BRIDGE RAILS

PROJECT ELEMENTS



Route 1 & 17 BRIDGE RAILS

EXISTING BRIDGE RAILS



PREFERRED OPTION

QUESTIONS OR COMMENTS ?

2 PROJECTS

- ROUTE 17 PASATIEMPO SHOULDER WIDENING (EA 05-1C670 & EA 05-1H060)
WALL AESTHETICS
- ROUTE 1 & 17 BRIDGE RAIL REPLACEMENT (EA 05-1F520)
BRIDGE RAIL AESTHETICS

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study (UCS) - Draft Scenarios

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee provide input on the scenarios to be evaluated in the Unified Corridor Investment Study ([Attachment 1](#)).

BACKGROUND

The Unified Corridor Investment Study (UCS) is underway to identify multimodal transportation investments that provide the greatest benefit and most effective use of Highway 1, Soquel Avenue/Drive and Freedom Blvd, and the Santa Cruz Branch Rail Line. See the project area map in [Attachment 2](#). Goals for the UCS have been developed with a focus on developing a sustainable transportation system that is based on a triple bottom line analysis. Triple bottom line is a process which seeks to maximize benefits in terms of the natural environment, economic vitality and equity. The goals, criteria, performance measures and project list for the UCS reflect a triple bottom line analysis and input from the public, stakeholders, and RTC advisory committees and have been approved by the RTC at the May 4, 2017 meeting ([Attachments 1 and 3](#)).

A request for proposals (RFP) was issued to solicit proposals from qualified consultants to develop the Unified Corridor Investment Study. An evaluation committee comprised of staff from Caltrans, Santa Cruz Metropolitan Transit District and RTC, reviewed the proposals for completeness and content. Based on criteria specified in the RFP and information from the written proposals, interviews, and references, the evaluation committee recommended Kimley-Horn as the firm that will be the most advantageous to the RTC. The RTC authorized the Executive Director to execute an agreement with Kimley-Horn and Associates, Inc. to develop the Unified Corridor Investment Study.

DISCUSSION

A scenario analysis will be performed to identify a package of transportation projects that will provide the greatest benefit based on the project goals. The "scenarios" or groups of projects will be evaluated using a two step process. Step 1 will evaluate scenarios based on an initial set of criteria, allowing some scenarios to

be eliminated early on. Step 2 will be a more detailed evaluation of the remaining scenarios using the performance measures and will result in a recommended preferred scenario. RTC staff together with Kimley-Horn has drafted a list of scenarios to be evaluated in the Unified Corridor Study based on input-to-date from the public, stakeholders, and RTC ([Attachment 1](#)). Additional input on scenarios to be evaluated is currently being solicited through an online survey (<https://sccrtc-ucs.metroquest.com/>) and from RTC Advisory Committees. Results from this most recent set of outreach will help inform the revised draft transportation scenarios that will be brought to the RTC for approval at the June 15, 2017 Transportation Policy Workshop.

RTC staff recommends that the Interagency Technical Advisory Committee provide input on the draft list of scenarios to be evaluated in the Unified Corridor Investment Study ([Attachment 1](#)).

Next Steps

June 2017: RTC scheduled to review and approve scenarios to be evaluated.

Fall 2017/Winter 2018: Results of Step 1 scenario analysis brought to RTC, RTC advisory committees, stakeholders, and public.

Fall 2018: Results of Step 2 scenario analysis brought to RTC, RTC advisory committees, stakeholders and public.

Fall 2018: Develop draft project report.

December 2018: Final Unified Corridor Investment Study report and preferred scenario.

SUMMARY

The Unified Corridor Investment Study is underway to identify multimodal transportation investments that optimize usage of Highway 1, Soquel Avenue/Drive and Freedom Blvd and the Santa Cruz Branch Rail Line while advancing sustainability goals. RTC staff recommends that the Interagency Technical Advisory Committee provide input on the UCS scenarios to be evaluated ([Attachment 1](#)).

Attachments:

1. Draft Scenarios to be evaluated
2. Project Area Map
3. Goals, Step 1 criteria, and Step 2 performance measures

S:\UnifiedCorridorsStudy\StaffReports\AdvisoryCommittees\MayJune2017\ITAC\0-SR_UCS2_Scenarios-ITAC.docx

Unified Corridor Investment Study - Draft Scenarios for Analysis

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Highway 1 Projects					
buses on shoulders		x	x		
high occupancy vehicle lanes (HOV) and increased transit frequency	x				x
auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D	x		x		x
metering of on-ramps	x	x			x
additional lanes on bridge over San Lorenzo River	x				x
Mission St intersection improvements	x	x			
rail transit on Hwy 1 between Santa Cruz and Watsonville				x	
self driving cars				x	x
Soquel Avenue/Drive and Freedom Blvd					
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)		x			x
dedicated bus lane for bus rapid transit				x	
parking moved from Soquel Avenue/Drive to improve bike and transit options		x		x	x
increased frequency of transit with express services		x	x		
buffered/protected bike lanes		x			x
intersection improvements for auto	x		x		
intersection improvements for bikes/pedestrians		x			x
Rail Corridor					
multiuse trail (bike and pedestrian)		x	x		x
bike trail separate from pedestrian trail	x			x	
local rail transit with interregional connections		x			x
bus rapid transit			x		
freight service on rail		x			x
Overall Project Area/Connections between Routes					
improved bike/pedestrian facilities throughout urban area closing gaps in network	x	x	x	x	x
additional transit connections		x	x	x	x
bike share, bike amenities, transit amenities, park and ride lots		x	x		x
multimodal transportation hubs		x	x		x
Transportation Demand and System Management					
employers and residences - incentive programs	x	x	x	x	x
education and enforcement - electric vehicle, motorist safety, and bike safety	x	x	x	x	x



Unified Corridor Investment Study

Highway 1, Soquel Ave/Drive & Freedom Blvd, and the Santa Cruz Branch Rail Line

Goals, Criteria and Performance Measures

The goals, criteria and performance measures below support a vision for an integrated, multimodal transportation network based on a triple bottom line approach that maximizes the environmental, economic and equity benefits.

Goal	Step 1 Criteria
Promote feasible solutions that address transportation challenges.	Community support and coordination/consistency with local, regional, state and federal plans
	Potential to address transportation challenges and advance environmental, economic and equity goals
	Compatibility with regulatory requirements
	Level of public investment
	Right of way constraints
Goals	Step 2 Performance Measures
Safer transportation for all modes	Injury and fatal collisions by mode
Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods	Peak period mean automobile travel time
	Peak period mean transit travel time
	Travel time reliability
	Mode share
	Person trips across N-S screenline
Develop a well integrated transportation system that supports economic vitality	Level of public investment
	Visitor tax revenues
	Cost associated with fatalities and injuries
Minimize environmental concerns and reduce adverse health impacts	Automobile vehicle miles traveled
	Environmentally sensitive areas
	Criteria pollutants
	Greenhouse gas emissions
Accessible and equitable transportation system that is responsive to the needs of all users	Transit Vehicle Miles Traveled
	Household transportation costs

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Updates on State Funding Programs – Senate Bill 1 (SB1) Implementation

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive updates on Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1) implementation plans.

BACKGROUND

The Road Repair and Accountability Act of 2017 - Senate Bill 1 (SB1), approved by the State Legislature in April 2017, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 will provide new formula funding for cities, the County of Santa Cruz, Santa Cruz METRO, the Regional Transportation Commission (RTC) and Caltrans. It also provides opportunities for agencies to compete for funds from a range of programs targeting active transportation, transit, trade corridors, and congestion on major commute corridors.

SB1 generates revenues from a combination of state gas taxes (which have not been raised since 1994), diesel taxes, and vehicle registration fees. While the funds are not currently “firewalled” for transportation, California voters will consider a constitutional amendment in 2018 that would prevent the funds from being diverted to non-transportation purposes.

DISCUSSION

SB1 provides additional funding to and increases the role of the California Transportation Commission (Commission) for a number of existing programs. SB1 also creates new programs for the CTC to oversee. Attachment 1 summarizes the CTC’s proposed plan for implementing SB1.

2018 State Transportation Improvement Program (STIP)

Caltrans is currently in the process of developing the draft “2018 State Transportation Improvement Program (STIP) Fund Estimate”. The 2018 Fund Estimate will provide projections regarding the amount of State and Federal funding that will be available for State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP), Caltrans maintenance, operations, and local assistance transportation projects and programs for FY18/19 through FY22/23. The Road Repair and Accountability Act of 2017 (SB1), provides considerably more stability to the STIP than the price-based excise tax has in recent years. In 2016, due to dropping gasoline prices and associated price-based gas taxes, the California Transportation Commission (CTC) deleted over \$750 million in previously

programmed projects statewide, including \$6.7 million from the Harkins Slough Road Interchange project in Watsonville. With the new stability granted through SB1 along with state mandates, staff is optimistic that the region will be able to access at least some of the \$6.7 million in STIP funding that was deleted in 2016. In total, the county's unprogrammed share balance is over \$9 million. Ideally, the RTC will be access all of its unprogrammed balance, as well as additional regional shares in the 2018 STIP. The draft fund estimate will be available in June. If new funds are available, the RTC may issue a call for projects (solicit applications) in August or September and consider programming those funds in combination with Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX) funds by the CTC's December 15 deadline.

Active Transportation Program (ATP)

SB1 provides an increase of \$100 million annually for the Active Transportation Program. This represents an increase in the size of this on-going program by more than 80%. Half of the funds are only available to agencies in large Metropolitan Planning Organizations. The CTC intends to quickly program FY17/18 and FY18/19 funds to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding. Requests for the FY17/18 and FY18/19 funds for projects that were previously evaluated will be due in August 2017.

The 2019 Active Transportation Program will cover the period of 2019-20 through 2022-23 and must be adopted by April 1, 2019. CTC staff anticipates soliciting applications for those funds in 2018.

Funds to Cities and Counties

The CTC will have a new role in monitoring how cities and counties spend the portion of gas tax funds that are generated from SB1. The CTC intends to work with the League of Cities (League) and California State Association of Counties (CSAC) to develop guidelines. Staff encourages local cities and the County of Santa Cruz to engage in this discussion with the League and CSAC.

State Transit Assistance Funds

Once fully implemented, staff anticipates that an extra \$3 million per year will be available for transit projects in Santa Cruz County. AB1113 will be clarifying eligible projects and funding formulas.

Other Programs

RTC and AMBAG staff anticipate that it may be very difficult for the region to compete for funding from the trade corridors and congested corridors programs, especially given last minute "deals" made in the legislature. However, it is worthwhile to identify potential candidate projects, especially any on the state highway system that would require a Caltrans' Project Initiation Document/Project Study Report (see separate agenda item).

Looking to the Future

While SB1 serves as a welcomed bridge to address some of the region's extensive backlog of local road repairs and other transportation system needs, it is not a long-term fix. With ever increasing vehicle fuel efficiency and fluctuating fuel prices, SB1 diesel and gas taxes are not a

reliable long-term option for funding the transportation system. Changes will still be needed to funding methods for roadways, transit, bicycle, pedestrian and other transportation projects at the state and national level. The 2040 Regional Transportation Plan (RTP) assumes that while revenues from gas taxes will decline over time, replacement taxes and fees will be implemented. However, if a replacement is not identified within the next decade, revenues will once again diminish.

SUMMARY

The Senate Bill 1 transportation funding package approved by the California legislature in April includes a combination of new diesel and gasoline taxes, vehicle fees, Caltrans efficiencies, and State General Fund loan repayments to fund local and state roadway repairs, public transportation, active transportation, and other transportation programs. The California Transportation Commission (CTC) has begun outlining implementation plans for SB1.

Attachments:

1. CTC staff report on SB1 implementation

s:\itac\2017\may2017\statefundingupdates-sr.docx

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.

M e m o r a n d u m**Tab 15****To:** CHAIR AND COMMISSIONERS**CTC Meeting:** May 17, 2017**Reference No.:** 4.6 - *Replacement Item*
Action**From:** SUSAN BRANSEN
Executive Director**Prepared By:** Mitchell Weiss
Deputy Director**Subject:** **IMPLEMENTATION PLAN FOR SENATE BILL 1****ISSUE:**

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding to and increased the California Transportation Commission's (Commission) role in a number of existing programs, and created new programs for the Commission to oversee as described below. Should the Commission approve staff's recommended plan to implement SB 1?

RECOMMENDATION:

Commission staff recommend that the Commission implement SB 1 consistent with the approach described in Attachment A (Implementation Plan for Senate Bill 1). The timelines are intended to be a guide. Staff will update these timelines during the guidelines development process. The development of guidelines will include workshops open to State and Federal Agencies, Tribal Governments, Regional and Local Agencies, as well as organizations representing environmental, social equity, land-use and business perspectives, and interested stakeholders. Updated timelines will be included in the program guidelines ultimately brought forward for Commission adoption.

BACKGROUND:

As stated in the Legislature's findings and declarations of SB 1, "this act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system." SB 1 further states a comprehensive, reasonable transportation funding package will ensure transportation needs are addressed, fairly distribute the economic impact of increased funding, and direct increased revenue to the state's highest transportation needs.

SB 1 creates the Road Maintenance and Rehabilitation Account and the Road Maintenance and Rehabilitation Program. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the State Highway Operation and Protection Program (SHOPP), and Local Streets and Roads apportionments. SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

SB 1 also includes the following guidance relative to the Road Maintenance and Rehabilitation Program (SHOPP and Local Streets and Roads apportionments funded from the Road Maintenance and Rehabilitation Account):

- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties shall incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

SB 1 also creates two new registration fees, the Transportation Improvement Fee imposed on all motor vehicles, and the Road Improvement Fee imposed on zero-emission motor vehicles. Revenues from the Road Improvement Fee will be deposited in the Road Maintenance and Rehabilitation Account. Revenues from Transportation Improvement Fee will be deposited in the Public Transportation Account to fund the Transit and Intercity Capital Program and the State Transit Assistance Program, in the State Highway Account to fund the Solutions for Congested Corridors Program, and in the Road Maintenance and Rehabilitation Account.

Recognizing the emphasis SB 1 places on accountability, staff intends to incorporate measures in the guidelines for the individual programs to promote efficiency, accountability, and performance from each dollar invested.

SB 1 does not provide resources for the Commission to implement these new programs and expanded responsibilities. Staff does not anticipate receiving funding to hire staff to implement SB 1 until the enactment of the 2017-18 budget (approximately June 30, 2017). Until funding is provided and staff can be hired, the Commission will absorb this additional workload with existing staff.

Attachments:

- Attachment A: Implementation Plan for Senate Bill 1

**CALIFORNIA TRANSPORTATION COMMISSION
IMPLEMENTATION PLAN FOR SENATE BILL 1**

OVERVIEW:

The Road Repair and Accountability Act of 2017, SB 1, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding to and increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee as described below.

As stated in the Legislature's findings and declarations of SB 1, "this act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system." SB 1 further states a comprehensive, reasonable transportation funding package will ensure transportation needs are addressed, fairly distribute the economic impact of increased funding, and direct increased revenue to the state's highest transportation needs.

SB 1 creates the Road Maintenance and Rehabilitation Account and the Road Maintenance and Rehabilitation Program. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the SHOPP, and Local Streets and Roads apportionments. SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

SB 1 also includes the following guidance relative to the Road Maintenance and Rehabilitation Program (SHOPP and Local Streets and Roads apportionments funded from the Road Maintenance and Rehabilitation Account):

- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties shall incorporate complete street elements into projects

funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

SB 1 also creates two new registration fees, the Transportation Improvement Fee imposed on all motor vehicles, and the Road Improvement Fee imposed on zero-emission motor vehicles. Revenues from the Road Improvement Fee will be deposited in the Road Maintenance and Rehabilitation Account. Revenues from Transportation Improvement Fee will be deposited in the Public Transportation Account to fund the Transit and Intercity Capital Program and the State Transit Assistance Program, in the State Highway Account to fund the Solutions for Congested Corridors Program, and in the Road Maintenance and Rehabilitation Account.

Recognizing the emphasis SB 1 places on accountability, staff intends to incorporate measures in the guidelines for the individual programs to promote efficiency, accountability, and performance from each dollar invested.

The timelines below are intended to be a guide. Staff will update these timelines during the guidelines development process. The development of guidelines will include workshops open to State and Federal Agencies, Tribal Governments, Regional and Local Agencies, as well as organizations representing environmental, social equity, land-use and business perspectives, and interested stakeholders. Updated timelines will be included in the program guidelines ultimately brought forward for Commission adoption.

RECOMMENDED IMPLEMENTATION BY PROGRAM:

Active Transportation Program – SB 1 provides an increase of \$100 million annually for the Active Transportation Program. This represents an increase in the size of this on-going program by more than 80%. The Active Transportation Program funding provided in SB 1 will begin in 2017-18. Projects have been select for the current Active Transportation Program through 2020-21. Pursuant to statute, the 2019 Active Transportation Program will cover the period 2019-20 through 2022-23 and must be adopted by April 1, 2019 (Streets and Highways Code Section 2384). Therefore, the Commission will need a call for projects, a 2018 Active Transportation Program, for projects covering SB 1 funding available in 2017-18 and 2018-19. Therefore, staff recommends making this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.

Staff recommends the following timeline for implementing the 2018 Active Transportation Program:

- Workshops to develop guidelines – June 2017
- Adoption of guidelines – June 28-29, 2017
- Applications due – August 2017
- Program adoption, statewide and small urban & rural components – October 18-19, 2017
- Program adoption, large Metropolitan Planning Organization component – December 6-7, 2017

Local Partnership Program – SB 1 creates this new \$200 million per year program. Guidelines for this program must be adopted on or before January 1, 2018. SB 1 provides relatively little guidance for this program. The bill states:

- Funding from this program is “for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees.”
- “Eligible projects... include but are not limited to, sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred to lack of available funding for at least twenty years and a noise barrier scope summary report has been completed within the last twenty years.”
- Funds are appropriated “for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes.”

SB 1 states that “the guidelines shall be the complete and full statement of the policy, standards, and criteria that the commission intends to use to determine how these funds will be allocated.” As noted above, the bill contains relatively little guidance on the implementation of this program. In order to develop a timeline to implement this program, the Commission must answer a key policy question: should this be a competitive program, a formula program, or a combination of the two?

Proposition 1B of 2006 included the similarly named “State-Local Partnership Program.” In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code. Article 11 defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation taxes and fees and that the remaining 5% would be available for a competitive grant application program to match uniform developer fees. Staff would note that the Legislature, in drafting SB 1, did not make reference to the Proposition 1B State-Local Partnership Program.

In its 2013 Annual Report to the Legislature, the Commission recommended greater use of competitive programs. The Commission recommended that “the Governor and the Legislature reevaluate existing formula funding programs and limit their use in favor of competitive programs that focus on funding transportation projects with the greatest overall benefits, while at the same time adequately preserving our existing transportation assets” and, specifically referencing the State-Local Partnership Program and other Proposition 1B programs that were subject to formulaic distribution, recommended that “future initiatives include more emphasis on performance-based project selection and implementation processes as opposed to formula-based programming or other non-competitive project selection processes”.

Therefore, to recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, staff recommends implementing the Local Partnership Program as a 75% competitive program, 25% formula program.

Staff recommends the following timeline for implementing the Local Partnership Program:

- Workshops to develop guidelines – June through September 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017

- Applications due – March 2018
- Adopt Program – June 2018

Local Streets and Roads – SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017. Prior to SB 1, the Commission had no role in the Local Streets and Roads apportionment program. SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects.

Staff recommends the following timeline for development of guidelines for the Local Streets and Roads Program:

- Workshops to develop guidelines – June and July 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017

Solutions for Congested Corridors Program – SB 1 creates this new \$250 million per year program beginning 2017-18. Commission responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature.

Staff recommends the following timeline for implementing the Solutions for Congested Corridors Program:

- Workshops to develop guidelines – June through October 2017
- Presentation of draft guidelines – October 18-19, 2017
- Adoption of guidelines – December 6-7, 2017
- Applications due – May 2018
- Program adoption – August 2018

State Highway Operation and Protection Program (SHOPP) – SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, along with a significant expansion of the Commission's oversight responsibilities. SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission. Key requirements applicable to the Commission's implementation of SB 1 SHOPP related requirements include the following:

- Receive annual reports from Caltrans relative to the expenditures made with Road Maintenance and Rehabilitation Account including the progress made and achievement of the 2027 performance goals specified in SB 1.
- Evaluate annually Caltrans' effectiveness in reducing deferred maintenance and improving road conditions as demonstrated by progress made in achieving the 2027 performance goals.
- Include any findings in its annual report to the Legislature.
- May make recommendations for improvement and withhold future project allocations if the Commission determines that funds were not appropriately spent.

- Receive annual reports from Caltrans on savings from the implementation of efficiency measures to invest in maintenance and rehabilitation of the state highway system.
- Review the proposed SHOPP relative to its overall adequacy, consistency with the asset management plan, level of annual funding to implement the SHOPP, and impact of SHOPP expenditures on the STIP.
- Hold hearings in the North and South prior to adopting the SHOPP.
- Allocate Caltrans' capital outlay support resources by project phase to provide public transparency for Caltrans budget estimates.
- Develop SHOPP guidelines in consultation with Caltrans.
- Establish a threshold for requiring supplemental project allocations to ensure efficiency but not to unnecessarily delay projects.
- Adopt targets for the Asset Management Plan including targets to measure the degree to which progress was made towards achieving the overall 2027 targets.

Staff recommends the following timeline for development of interim SHOPP guidelines:

- Presentation of Draft Interim Guidelines – May 17, 2017
- Adoption of Interim Guidelines – June 28-29, 2017

State Transportation Improvement Program (STIP) – SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP.

Staff recommends the following timeline for the 2018 STIP:

- Approval of fund estimate assumptions – May 17, 2017
- Presentation of draft guidelines and draft fund estimate – June 28, 2017
- Adoption of guidelines and fund estimate – August 16-17, 2017
- Submittal of draft Interregional Transportation Improvement Program – October 15, 2017
- Interregional Transportation Improvement Program Hearings – November 2017
- Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs – December 15, 2017
- STIP Hearings – January-February 2018
- Program adoption – March 2018

Trade Corridor Enhancement Account – SB 1 creates this new \$300 million per year account to fund corridor based freight projects nominated by local agencies and the state. Trailer bill language was recently released to incorporate this funding and federal freight funding into a single program. Because these changes would significantly impact the guidelines for the California Freight Investment Program (CFIP) that are being presented under a separate agenda item, staff will withdraw the CFIP guidelines and initiate additional workshops to revise the guidelines before bringing them to the Commission for approval. The revised timeline for the California Freight Investment Program is:

- Workshops to develop guidelines – June through November 2017
- Presentation of draft guidelines – December 6-7, 2017
- Adoption of guidelines – January 2018
- Applications due – February 2018
- Program adoption – May 2018

Traffic Congestion Relief Program (TCRP) - SB 1 states “as of June 30, 2017, projects in section 14556.4 for the Traffic Congestion Relief Program shall be deemed complete and final, and funding levels shall be based on actual amounts requested by the designated lead applicant pursuant to section 14556.12.” Between 2001 and 2006, numerous statutes were enacted to borrow or delay the revenue that funded this program. SB 1 directs the repayments due of all outstanding loans that were made from the Traffic Congestion Relief Program Fund to the General Fund and directs the repayments that would have funded TCRP projects to other programs. Therefore, the only funding available to fund TCRP projects is approximately \$90 million of savings attributable to specific projects. Staff’s proposed plan to close-out the TCRP is included under a separate agenda item.

To: Interagency Technical Advisory Committee (ITAC)
From: Rachel Moriconi, Senior Transportation Planner
RE: Project Initiation Documents for Highway Projects

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) identify projects on the State highway system that they intend to pursue in the next ten years.

BACKGROUND

Prior to initiating capital projects on the State Route System, Project Initiation Documents (PIDs), such as Project Study Reports/Project Development Support (PSR/PDS), are developed to identify scope, schedule, and cost information to be used to program funds for the Project Approval and Environmental Document (PA/ED) phase. PIDs are required by state legislation for State Highway Operation and Protection Program (SHOPP) projects, by California Transportation Commission (CTC) resolution for State Transportation Improvement Program (STIP) projects, and by Caltrans policies for other highway projects, such as those being implemented by local agencies.

DISCUSSION

Given significantly reduced fund levels for PID development and oversight at Caltrans, as well as restricted state, federal, and local funds available for highway project construction in general, Caltrans produces a 3-year Strategic Plan for developing PIDs (essentially, Caltrans work plan for PIDs). The goal is to only produce documents for projects that could be reasonably funded in the near future. Caltrans has requested that agencies identify highway projects that local agencies will be producing PIDs for, and Caltrans will be asked to provide oversight on. Currently Caltrans is focused on developing PIDs for projects that could be candidates for 2020 programming documents. This may include SHOPP, STIP, and new SB1 trade and congested corridors candidate projects for FY20/21-24/25.

Highway 1 projects that may not require a new PID include construction of the 41st Avenue-Soquel Dr/Ave Auxiliary Lanes-Chanticleer Bike/Pedestrian Bridge project (currently funded with STIP funds through design and right-of-way), as well as other modifications to Highway 1 being analyzed as part of the Highway 1 Corridor-Tier 1 environmental document. However, local jurisdictions that would like to pursue additional highway projects for which PID development and/or oversight and project implementation (environmental review, design, right-of-way and

construction) could be realistically funded in the next 10 years, should request to have those projects included in Caltrans' 3-year PID Strategic Plan. A PID for the Highway 1 bridge over San Lorenzo River has already been completed.

Staff recommends that Interagency Technical Advisory Committee (ITAC) members identify projects on the State highway system that they intend to pursue in the near future and confirm which projects are priorities.

Projects previously identified for potential inclusion in the 3-year PID Strategic Plan include:

Project	Sponsor
SR 152/Main St/Freedom Blvd Roundabout	Watsonville
Highway 1 Intersection improvements on SRS1/Mission Street at Bay Street Modify signal, bus stop and turn-lanes (SCR-01-PM19.0)	Santa Cruz
Highway 1 Intersection improvements at Mission/Chestnut/King St (SCR-01-18.1/18.3)	Santa Cruz
Highway 17 Access Management Plan projects	Caltrans
SR 17 at Mt. Hermon Road add lane to SB off-ramp interchange	Scotts Valley
Highway 9 Corridor Projects from Planning Study	Caltrans
Highway 129 Goods Movement Projects	Caltrans
Other Goods Movement projects	Caltrans
Highway 35 Reconstruction	Caltrans D4
Safety projects on SRS	Caltrans

In recent years, Caltrans has required local agencies to reimburse Caltrans for work on PIDs for non-SHOPP projects. Caltrans has been working on streamlining, and thereby reducing the cost to prepare PID documents. PSR (PDS) guidelines and the standard PID for locally-sponsored highway projects is available online at: http://www.dot.ca.gov/hq/tpp/offices/opsc/psr-pds_guidance.html. Please contact Garin Schneider at (805) 549- 3640 if you have additional questions on PID development.

SUMMARY

Caltrans is developing its 3-year work plan for PID development. Staff recommends that agencies identify projects on the State highway system that they intend to pursue in the next 10 years.

S:\ITAC\2017\May2017\PIDs3yrPlan2017.docx