

DRAFT

INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC)

Thursday, June 21, 2007

1:30 p.m.

SCCRTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA 95060

MINUTES

ITAC MEMBERS PRESENT

Teresa Buika, University of California at Santa Cruz (UCSC)
Piet Canin, Santa Cruz Area Transportation Management Association
Mark Dettle, City of Santa Cruz Planning Proxy
Mark Dorfman, Santa Cruz Metropolitan Transit District and 2nd Metro Proxy
David Fairchild, Monterey Bay Unified Air Pollution Control District (MBUAPCD)
David Koch, City of Watsonville Public Works
Chris Schneiter, Public Works
Steve Wiesner, County Public Works and Planning Proxy
Maria Esther Rodriguez, City of Watsonville Planning Proxy

STAFF PRESENT

Grace Blakeslee
George Dondero
Karena Pushnik
Kim Shultz
Tegan Speiser
Jonathan Kibrick (intern)

OTHERS PRESENT

Mike Giuliano, Caltrans District 5 Local Assistance
Gary Ruggerone, Caltrans Environmental Planning
Cathy Stettler, Caltrans
Gine Johnson, Ecology Action

Vice Chair John Presleigh called the meeting to order at 1:35 p.m.

- 1. Introductions** – Introductions were made.
- 2. Oral Communications** – none.
- 3. Status of ongoing transportation projects, programs, studies and planning documents**

City of Santa Cruz – Chris Schneiter reported that the City opened bids on the Soquel/Capitola Road Intersection project and decided to re-advertise and reopen in July, with construction now planned for August. The Laurel Street Safety Improvements project, between Chestnut and Front, is out to bid. The project will improve left turn access and limit access from Cedar Street in an effort to reduce collisions. The City will be starting a \$3 million Measure H project to repair several neighborhood and collector streets.

County of Santa Cruz- Steve Wiesner reported that the County completed the Mt. Hermon/Graham Hill Intersection Improvements, restarted construction on the El Rancho Road Reconstruction project, and began the Amesti School Safety project. The County will start several Redevelopment Agency-funded paving projects in July.

UCSC- Teresa Buika reported that the University is out to bid for a carshare program. UCSC is working with the City of Santa Cruz on the project, and some vehicles will be located in the city. UCSC hopes to start service in September.

SCMTD – Mark Dorfman reported that the Fueling and Service Facility on River Street is nearly complete, and that construction of the maintenance building continues. Metro is also completing purchase of 1010 Vernon to construct administrative offices. Metro will also be purchasing 13 new buses, the first of 40 CNG buses are being retrofitted.

MBUAPCD – David Fairchild reported the Air District only received 20 AB2766 applications. Several were applications for hybrids. The board is scheduled to select projects to receive the funds in September

SCATMA – Piet Canin reported that as of July 1, 2007 the TMA will become part of Ecology Action. The TMA also received a Safe Routes to Schools grant which they will implement with the County Health Services Agency.

City of Watsonville – Maria Rodriguez reported that the city is awarding the Green Valley Road Reconstruction project with construction anticipated to start in late summer. Watsonville also received a Safe Routes to Schools grant which involves installation of driver speed awareness signs and pedestrian count down signals near schools and some enforcement. Construction of the Struve Slough Bridge continues with opening anticipated next spring. She also noted that Caltran's Highway 152 project is wrapping up. David Koch noted that the City has awarded the Blackburn/129 intersection signal project and the pavement management program for the year.

- 4. Additions/Changes to the Agenda** – At Chris Schneider's request, the Chair/Vice Chair election item was moved before item 9. Item 12 was moved after Item 9.

CONSENT AGENDA (Koch/Dorfman)

- 5. Approved Minutes of the March 22, 2007 meeting**
- 6. Received Highlights of Regional Transportation Commission meetings**
- 7. Received Information on Approved State Transportation Improvement Program (STIP) Augmentation Projects**
- 8. Received Transportation Funding Task Force Update** – In response to an inquiry from Teresa Buika, Karena Pushnik noted that an RFQ for polling services has been released with results to be reported to the Task Force in September.

REGULAR AGENDA

13. Chair/Vice Chair Elections (Taken Ahead of Item 9) – Maria Rodriguez was elected Chair (Schneiter/Dorfman). Chris Schneiter was elected Vice Chair (Rodriguez/Buika).

9. Transportation Demand Management Analysis

Tegan Speiser reported that the Commission has requested a report on Transportation Demand Management programs. She requested that ITAC members provide input on existing programs, identify needs, and suggest possible new programs that could be implemented in Santa Cruz County. She provided a preliminary list of some of the TDM programs that have been implemented in Santa Cruz County. Maria Rodriguez asked if information on the effectiveness of different programs is available. Ms. Speiser replied that evaluating the effectiveness of different programs is one of the purposes of the analysis - how much the program costs, the number of participants, usage rates, how effective programs have been at influencing travel behavior.

Dave Fairchild noted that since approximately 40-50% of green house gas emissions come from cars, there are essentially three effective strategies for addressing the problem: increase vehicle occupancy, shift people to alternate transportation modes, or reduce peak hour trips.

ITAC members discussed programs/projects that could reduce vehicle miles traveled including:

- Transit jitneys
- Vanpools
- Park & Ride lots
- HOV lanes
- Economic Incentives
- Reduce transit travel times
- Origin-destination studies, then revise/match transit routes
- Target downtown workers
- Priority/queue jump lanes for transit
- Express buses
- Private bus service
- Car sharing programs
- Free bus fare days/areas
- Smart transit passes
- Congestion-based pricing, increase parking costs during certain periods
- Parking management-disincentives to drive alone, must be coordinated with offering alternatives
- Implement more technology to manage parking
- Establish baseline data
- Eliminate trips by telecommuting and flexible work schedules
- Address school trips – school buses, transit
- Use rail corridor

Several members mentioned the importance of coordinating the public/private efforts and and local/regional approaches to managing transportation demand. Ms. Speiser thanked members for their input, stated she would bring the final report to the ITAC in the fall and invited members to email any additional ideas to her at tspeiser@sccrtc.org.

Chris Schneiter and Tegan Speiser left the meeting.

13. SAFETEA-LU and NEPA Delegation

Mike Giuliano provided background information on National Environmental Protection Act (NEPA) Delegation authorized for five states through SAFETEA-LU. Caltrans will be taking on the oversight and review from FHWA for several projects, thereby streamlining the environmental review process. In taking on the NEPA delegation, Caltrans is also assuming NEPA liability.

Gary Ruggerone noted that California is the only state utilizing the NEPA delegation. Sovereign immunity and at-risk design issues were primary concerns of other states. Essentially Caltrans is becoming FHWA for the purpose of environmental review. Nearly all Categorical Exclusions (CE) have been delegated to Caltrans in District 5 for three years. CE categories include culverts, storm water projects, and environmental stewardship projects. Environmental Impact Statements remain under FHWA for non-attainment areas. FHWA will retain oversight on programming, engineering decisions, and air quality conformity determinations. Resource agencies will work directly with Caltrans. Time savings will be minimal at first as FHWA will be auditing Caltrans every six months, however long-term benefits are anticipated. Project sponsors will be subject to some new requirements, including standardization of environmental documents and additional quality control. Gary Ruggerone and Cathy Stettler will be the primary contacts for local assistance projects in District 5. Caltrans will offer trainings later this year on the new requirements. He reminded members that federally-funded projects cannot undergo final design until NEPA is completed.

In response to concerns raised by ITAC members, Cathy Stettler indicated that District 5 already implements most of the new requirements. Some members expressed concern about the expanded reporting that projects will be subject to due to the FHWA audit.

Gary Ruggerone also highlighted some of the new SAFETEA-LU Regional Transportation Plan (RTP) requirements, including identification of mitigations.

10. Highway 1 HOV Lane Transit Market Study

Kim Shultz provided an overview of the *Highway 1 HOV Lane Transit Market Study*, which is part of the Project Approval/Environmental Document (PA/ED) phase of the HOV Lane project. He noted that this is one of the studies underway as part of the PA/ED. Enhancements to the bicycle and pedestrian network and park and ride lots will also be studied. The full analysis will be released as part of the draft environmental document, scheduled for Spring 2008. The *Transit Market Study* identifies the potential market/demand and design features that can be added to the HOV Lane project to facilitate increased transit use along the Highway 1 corridor. The study found that 4% of peak trips on the corridor currently use transit. The Study found that travel time rather than cost most influences transit use on this corridor. Mark Dettle noted that Highway 17 Express Bus demonstrates that travel time more than cost influences transit use.

ITAC members discussed showing what travel times would be if an HOV lane were currently in place. David Fairchild suggested that additional transit service is needed than what is suggested in the study. With service increased to pre 2003 service levels (prior to service cuts in 2003 and 2004), the study found a 40% increase in overall ridership in the corridor by the year 2035. This increased transit service does not include an enhancement or extension of

express service such as the Highway 17 Express Bus. Establishing multi-modal transit malls within and adjacent to the highway right-of-way is also under consideration.

Mark Dorfman reported that there are a fair number of people that could benefit from limited-stop express service. Teresa Buika suggested that reference to UCSC students as cause for high transit ridership on the corridor may need to be revisited. Mr. Shultz said this would be reviewed and amended prior to posting the draft study on the Highway 1 HOV Lane project website.

11. Legislation and FY07/08 State Budget Update

Grace Blakeslee presented information on the Governor's May Revise Budget proposal and the Senate and Assembly subcommittees' discussions. Mark Dettle distributed information from the League of Cities opposing the proposed percentage shift for Proposition 42 funds in relation to the Public Transportation Account (PTA) Spillover funds. Many local jurisdictions have taken positions to oppose the Proposition 42 change.

In response to an inquiry from Mark Dettle regarding funding the Highway 1/9 intersection, Grace Blakeslee reported that the RTC will reconsider projects that the California Transportation Commission did not include in the 2006 State Transportation Improvement Program (STIP) as part of the 2008 STIP. She stated that the 2008 STIP will be impacted by the state budget and prior RTC commitments.

Items 12 & 13 were discussed earlier in the meeting.

14. Adjournment and Next Meeting

Chair Rodriguez adjourned the meeting at 3:45 p.m. The next regular meeting is scheduled for September 19, 2007 at 1:30 PM in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

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