



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

AGENDA
Thursday, January 16, 2014
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the November 21, 2013 ITAC meeting

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Presentation on Plug-in Electric Vehicles
 - a. Staff report
 - b. Presentation from Piet Canin, Ecology Action
8. California Transportation Commission's (CTC) Active Transportation Program update
 - a. Verbal Update, Rachel Moriconi
 - b. DRAFT Guidelines online at: <http://www.catc.ca.gov/programs/ATP.htm>
9. Local Assistance Updates
 - a. Verbal Update, District 5 Local Assistance

10. Legislative Updates
 - a. Staff report, Rachel Moriconi
 11. Adjourn. The next ITAC meeting is scheduled for 1:30pm on February 20, 2014 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.
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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
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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.

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

DRAFT MINUTES

Thursday, November 21, 2013
1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Taylor Bateman, City of Scotts Valley Planning
Teresa Buika, UCSC
Russell Chen, County Planning Proxy
Mark Dettle, City of Santa Cruz Planning Proxy
Murray Fontes, City of Watsonville Public Works and Planning Proxy
Erich Friedrich, Santa Cruz METRO
Paul Hierling, AMBAG
Chris Schneider, City of Santa Cruz Public Works
Steve Wiesner, County Public Works
Majid Yamin, City of Scotts Valley Public Works

STAFF PRESENT

Grace Blakeslee
Cory Caletti
Luis Mendez
Rachel Moriconi
Kim Shultz

OTHERS PRESENT

Mark McCumsey, Caltrans District 5 (via phone)

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1. Call to Order – Chair Chris Schneider called the meeting to order at 1:35 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – Grace Blakeslee appreciated agencies for attending the Complete Streets Workshop on November 13, noting that all of the planning and public works departments in Santa Cruz County sent representatives.
 4. Additions or deletions to consent and regular agendas – Staff distributed a handout with updated staff recommendations for Item 8.

CONSENT AGENDA

5. Approved minutes of the October 17, 2013 ITAC meeting, with one minor change to show UCSC smart bike lockers were installed at 24 locations (**Buika/Wiesner**).

REGULAR AGENDA

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

Scotts Valley: Majid Yamin reported that the RSTP-funded Scotts Valley Drive rehabilitation project is done.

SC METRO: Erich Friedrich reported that METRO has been working to redesign Pacific Station and has received 700-800 comments from the public through a variety of outreach methods. Construction of the operations building continues.

RTC: Rachel Moriconi reported that the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan on November 7.

County: Steve Wiesner reported that the Graham Hill Road project was completed and storm damaged Paulsen Road and Smith Grade are now open.

Watsonville: Murray Fontes reported that the citywide street slurry seal projects are finishing up. The Airport Blvd project from Highway 1 to Ramport is under construction. The city is going out to bid to construct a roundabout at the Clifford/Pennsylvania intersection.

Santa Cruz: Chris Schneider reported that construction has started for the Broadway-Brommer/Arana Gulch multiuse path. Construction of the Soquel Ave-Park Way traffic signal project, which includes adding left turn lanes, will begin in mid-December.

AMBAG – Paul Hierling reported that that modeling work for the Sustainable Communities Strategy (SCS)/Metropolitan Transportation Plan (MTP) continues.

Caltrans: Mark McCumsey (via phone) announced that the Caltrans discretionary planning grant applications and guidelines are now available, with applications due February 3, 2014.

7. Santa Cruz METRO Short Range Transit Plan Presentation

Erich Friedrich reported that the METRO draft Short Range Transit Plan (SRTP) will be available online very soon. It is a 5-year plan that includes recommendations for paratransit, marketing, capital/financial, policy, and service. Key policy recommendations include setting policies for evaluating new service; establishing Transit Emphasis Corridors that include high quality, frequent service, and some roadway infrastructure modifications; formal standards for evaluating productivity and efficiency of routes; standards for deviating routes if needed; and modification to spacing between bus stops. He reported recommendations for modifying some specific routes and marketing to “choice” riders are also included in the plan. Meeting attendees made suggestions for Transit Emphasis Corridors, reducing trip travel times, providing information to riders via smart phones, ensuring route changes still serve major origins

and destinations, and including driver bilingual and sensitivity training. It is anticipated that the draft plan will be released in mid-December for a 45-60 day review period. RTC staff recommended that local jurisdictions review and provide feedback to METRO staff on infrastructure modifications proposed for Transit Emphasis Corridors.

8. Recommendations for the 2014 Regional Transportation Improvement Program (RTIP)

Rachel Moriconi presented staff recommendations for programming approximately \$5.9 million in State Transportation Improvement Program (STIP), \$3.5 million Regional Surface Transportation Program (RSTP), and \$5.3 million in Monterey Bay Sanctuary Scenic Trail Network (MBSST) funds. She commended project sponsors for their work on the applications. She distributed revised recommendations for Monterey Bay Sanctuary Scenic Trail Network (MBSST) funds based on RTC direction at the Transportation Policy Workshop, as well as preliminary recommendations regarding which funding source to program to each project. She noted that based on board direction at the TPW and discussions with City of Scotts Valley staff, that RTC staff would be recommending an additional \$46,000 for the Mt. Hermon Road/Scotts Valley Drive intersection, by reducing funds slightly to other projects.

ITAC members expressed general support for the preliminary staff recommendations, but suggested increasing or decreasing funds to some projects. Chris Schneider stated that the Highway 1 San Lorenzo River bridge project is important and needs funds to start environmental review. He stated that the bridge is more vulnerable to the environment than other Highway 1 facilities and is important to the University. Murray Fontes noted he was satisfied with the preliminary staff recommendations, but concerned about revised recommendations which eliminate funding for Watsonville's Walker Street section of the MBSST. Steve Wiesner expressed concern that more funding was not recommended for County projects, though recognized other needs in the region. He expressed concern at funding non-road projects with STIP and RSTP and suggested increasing funds for the Casserly Road bridge by \$150,000. Majid Yamin noted that while the City of Scotts Valley could increase its match by \$46,000 for the intersection project, he suggested increasing the amount programmed by \$92,000.

The committee unanimously approved a motion (Dettle/Yamin) recommending that the RTC approve the revised staff recommendations (including TPW direction for the MBSST funds) with the following changes:

- **Reduce the reserve of STIP funds for the Highway 1 41st-Soquel Auxiliary Lanes from \$2 million to \$1.5 million;**
- **Add \$454,000 for Highway 1 San Lorenzo River Bridge environmental review;**
- **Add \$46,000 for the Scotts Valley Dr/Mt Hermon Road intersection.**

9. The meeting adjourned at 3:15pm. The next meeting of the ITAC is scheduled for December 19, 2013 at 1:30 PM at the RTC Conference Room in Santa Cruz.

AGENDA: January 16, 2014

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Plug-in Electric Vehicles Update

RECOMMENDATION

Receive a presentation from Ecology Action staff on Plug-in Electric Vehicles (PEV) and provide information on local agency PEV efforts.

DISCUSSION

Piet Canin from Ecology Action will make a presentation on plug-in electric vehicle (PEV) infrastructure, policy and promotion in Santa Cruz County and how it fits into the state zero emission vehicle goals and objectives.

Staff recommends that ITAC members share what their agencies have done or future plans in relation to electric vehicles.

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Plugin Electric Vehicles (PEV)

Update for Santa Cruz County

January 2014

Why Plugin Electric Vehicles:

Reduce Greenhouse Emissions, domestic energy source, ever increasingly cleaner electric grid energy generation (solar, wind, etc).

- Federal Support: Obama administration set goal of 1 million alternative fuel vehicles on the road by 2015
- State Support: CA Governor Brown set Zero Emission Vehicle Action Plan Goal, which includes widespread PEV infrastructure, policy and investment to support 1.5 million zero emission vehicles in CA by 2025.
- Regional effort to advance and encourage electric vehicle utilization lead by Monterey Bay Electric Vehicle Alliance (MBEVA), Monterey Bay Unified Air Pollution Control District (MBUAPCD), transportation agencies, and local jurisdictions.

Nearly 100,000 plugin electric vehicles sold in US during 2013 including plugin hybrid cars. A third of all plugin sales occur in California with SF Bay region looking to establish its self as the leader in EV's.

Infrastructure: Charging Stations

Santa Cruz County and Monterey Bay Initiatives:

- Some 70 level 2 EV Charging stations installed throughout Monterey Bay including City of Santa Cruz, Capitola, Aptos, Watsonville, Scotts Valley, and UCSC
- One DC Fast Charger planned for installation in Watsonville with potential of several more to follow from state funded efforts.

Policies and Best Practices

Effort to streamline permitting of EV chargers, provide incentives and facilitate greater adoption. Monterey Bay PEV Readiness Plan outlines recommended policies, best practices and goals.

Local Manufacturer

Zero Motorcycles of Scotts Valley produces a variety of electric motorcycles.

Outreach and Promotion

Individual consumer and fleet education regarding the benefits of this promising new green transportation technology. Air District, MBEVA, Ecology Action and local jurisdictions collaborative effort. Public and fleet manager workshops, PEV rental cars, test drive events, website and information brochures.

EA produced 5 minute video: <http://vimeo.com/72300996>

2014 Advances:

- DC Fast Charger and one hour chargers installations
- More PEV test drives
- More models options

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

RECOMMENDATIONS

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

1. Receive updates on legislative activities; and
 2. Provide input on the RTC's Draft 2014 Legislative Priorities ([Attachment 1](#)) and identify any additional legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2014.
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BACKGROUND

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

DISCUSSION

2014 Legislative Priorities

Staff is in the process of developing the RTC's 2014 State Legislative Programs. The draft 2014 state legislative priorities for the RTC are attached ([Attachment 1](#)). **Staff recommends that the ITAC provide input on the RTC's legislative priorities and identify any additional issues the RTC should monitor or pursue in 2014.**

As transportation revenues continue to fall significantly below multi-modal transportation system needs, the RTC continues to focus on preserving funds designated for transportation and generating new, more stable revenue sources. Key issues in 2014 include efforts at the state level that could result in increased funding for transportation projects –including proposals for cap-and-trade revenues, a possible new statewide vehicle license fee initiative ([Attachment 2](#)), and efforts to lower the voter threshold for local transportation ballot measures to 55%.

Governor's January Budget

On January 9, 2014, the Governor's January Budget proposal was released. It includes appropriation of all remaining Proposition 1B bonds (transit, local bridge and traffic light signal synchronization, and intercity rail projects) and advance repayment of \$350 million in prior loans to transportation programs, increasing funds for SHOPP (\$110M), local jurisdictions HUTA (\$100M), the Active Transportation Program (\$9M), and ITS equipment. The Governor also proposed an expenditure plan for \$850 million in potential cap and trade revenues, distributing funds to rail modernization (high speed rail and regional rail programs), SB375 Implementation

(transit oriented development, affordable housing, local sustainable transportation projects), and clean vehicle technology.

SUMMARY

Staff will provide a legislative update and seek committee comments on the draft RTC 2014 State and Federal legislative priorities at this meeting.

Attachment 1 - Draft Legislative Priorities

Attachment 2 – California Road Repair Act Summary

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Santa Cruz County Regional Transportation Commission DRAFT: 2014 State Legislative Priorities

- **Fund Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Transit projects
 - Local Street and Roadway Preservation
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
- **Expand revenue-raising opportunities** and innovative financing options beyond the traditional gas tax to address the significant backlog of transportation needs.
 - **Expand the authority of the RTC and local entities to increase taxes and fees for transportation** projects, including new gas taxes and vehicle registration fees, and increase Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees by \$1 for motorist aid programs.
 - **Lower Vote Threshold:** Support efforts to amend the constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. Local measures are critical for making improvements to state and local transportation assets and for addressing greenhouse reduction goals. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Expand authority to place a Vehicle Registration Fee (VRF) on a local ballot** to Regional Transportation Planning Agencies (RTPA), not just Congestion Management Authorities (CMA); increase maximum fee amount (from \$10 to \$100); and lower threshold to 50/55%. (*SB83 cleanup*)
- **Increase Revenues for Transportation:**
 - **Cap & Trade:** Support legislation that ensures revenues generated from the implementation of the Cap & Trade program, especially those derived from transportation, are allocated to transportation projects/programs that help reduce greenhouse gas emissions in Santa Cruz County.
- **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable communities strategies.
- **Support measures that increase funding statewide,** such as those identified in the Statewide Needs Assessment financial report. May include: index and increase state gas tax; new transportation bonds; new Vehicle License Fee for transportation; new user fees (such as Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms) which are tied to system use.
- **Distribution:** For any statewide or federal revenues, ensure appropriate balance for maintaining the existing multi-modal system as well as addressing growing needs. Ensure funds are distributed equitably statewide and not disproportionately distributed to large regions.
- **MAP-21 Implementation:** Ensure state implementation of the Federal Transportation Act does not reduce funds available for Santa Cruz County projects.
- **Stabilize Funding:** Support legislation and other efforts to increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Protect transportation funds, including HUTA funds, from diversion to the State General Fund; expedite repayment of prior "loans".
- **Project Streamlining & Expediting:** Support legislation that expedites project delivery and the creation of jobs.

Date: November 19, 2013
From: Will Kempton and James Earp
To: All Interested Public and Private Transportation Entities and Colleagues
cc: Chair and Members, Transportation California Board of Directors, Transportation Secretary Brian Kelly, Transportation Director Malcolm Dougherty, Chair and All Members, California Transportation Commission
Subject: Decision to Request the Attorney General of California draft "Title and Summary" for a new "California Road Repairs Act"

Yesterday, on behalf of Transportation California and the California Alliance for Jobs, we jointly submitted a request for title and summary for a proposed constitutional amendment that would provide a new source of transportation funding to address the state's critical roadway and transit preservation fiscal crisis.

On November 5th the Transportation California Board of Directors authorized a collaboration to join with the California Alliance for Jobs to take this first serious step towards placing a new transportation funding measure on the November 2014 General Election ballot. Together, Transportation California and the Alliance for Jobs have worked diligently over the past 2 years on this effort, including substantial political survey research that has led us to this point of submitting initiative measure language.

We want to make it perfectly clear to everyone receiving this notification that Transportation California and the Alliance for Jobs, along with our coalition of interested parties, has NOT made a final decision to pursue such a measure in 2014. We are simply keeping our options open.

We intend to jointly take the necessary steps to make a final determination on whether our measure will have sufficient voter support to move forward in 2014. We anticipate that the official ballot label language will be available by the first week of January. Polling results on that language should be available to us by the end of the second week in January, and this, along with consultation with other interested parties, will determine whether we will move forward on this effort in 2014.

For your background, we have provided an overview summary of the language we have submitted along with a brief overview of the worsening transportation funding crisis we are confronting here in California.

Sincerely,



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Our Transportation Funding Challenge

California has a critical need to implement a new revenue measure that would support maintenance and rehabilitation of its state and local road and transit systems. This new revenue source should be independent of fossil fuel consumption, increase over time at a rate that is equal to or greater than inflation, and produce enough revenue to significantly reduce the huge backlog of unmet road, bridge and transit maintenance and rehabilitation costs.

After a great deal of technical, financial and voter opinion research over the last three years, Transportation California believes a 1% annual fee on the value of all motor vehicles to fund a new “California Road Repair Fund”, best meets the current and future funding needs of California’s road and transit systems as described in the previous paragraph.

California Road Repair Act: Program Summary

- Assess an annual California Road Repair Fee on all vehicles, excluding heavy duty trucks (over 10,000 lbs.), equal to 1% of each vehicles’ value in ¼% increments phased in over four years. The annual total estimate of revenue raised is estimated to be \$2.9 billion per year when the rate reaches 1% in 2018 or nearly \$25 billion over the first ten years. Heavy trucks will pay a fair share equivalent increase in the diesel tax, which they prefer to a vehicle fee based on “value”.
- All new revenue raised must be used exclusively for road, bridge and transit system maintenance, rehabilitation and transit vehicle replacement only.
- The revenue would be allocated as follows:
 - 25% of all new revenue to all cities in California distributed on a formula allocation based on population.
 - 25% of all new revenue to all counties in California based on a formula allocation equal to 75% of fee-paying vehicle and 25% road miles.
 - 40% of all new revenue to the State Highway System based on a formula allocation of ½ allocated 60% to Southern California, 40% to Northern California, and ½ allocated on a “highest need” basis statewide.
 - 10% of all new revenue to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.
- This is a “pay as you go” proposition, with 100% of the new revenue going to the purposes enumerated above, not bondholders.
- All new funds raised in the Act would be constitutionally dedicated only for the purposes enumerated above and not available for reallocation or loan for any other purpose, without a new authorization by the voters.
- The Act will also incorporate several Taxpayer Safeguards to ensure that the funds are effectively managed and utilized in conformity with the voters understanding. These include a cap on administrative costs and a requirement for forthright progress reports and audits.