



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

AGENDA

**Thursday, February 16, 2012
1:30 p.m.**

***SCCRTC Conference Room
1523 Pacific Ave.
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 January 19, 2012 ITAC meeting - Page 3
6. Receive copy of Central Coast Coalition Letter on House Transportation Bill - Page 6

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. Regional Transportation Plan (RTP) Sustainability Framework and Regional Complete Streets Initiative - Page 8
 - a. Staff Report

9. Regional Transportation Plan (RTP) Targets for System Maintenance - Page 15]
a. Staff Report

NEXT MEETING: The next ITAC meeting is scheduled for **March 15, 2012** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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AGENDAS ONLINE

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

DRAFT MINUTES

Thursday, January 19, 2012
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Angela Aitken, Santa Cruz METRO
Teresa Buika, UCSC
Russell Chen, County Public Works and Planning Proxy
David Koch, City of Watsonville Public Works
Adam Fukushima, Caltrans District 5
Maria Esther Rodriguez, City of Watsonville Community Development Proxy
Chris Schneider, City of Santa Cruz Public Works and Planning Proxy
Anais Schenk, Association of Monterey Bay Area Governments (AMBAG)
Majid Yamin, City of Scotts Valley Community Development Proxy

STAFF PRESENT

Rachel Moriconi
Kim Shultz
Tegan Speiser
Ginger Dykaar

OTHER PRESENT

Donn Miyahara, Caltrans District 5

-
1. Call to Order – Chair Chris Schneider called the meeting to order at 1:30 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – None.
 4. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA (Buika/Koch) approved unanimously

5. Approved Minutes of the November 17, 2011 ITAC meeting
6. Received notice on Safe Routes to School Program (SR2S) Call for Projects – Applications due March 30, 2012
7. Received notice on Caltrans Planning Grants Call for Projects and Workshop – Applications due April 2, 2012
8. Received notice on National Transit Institute Courses

REGULAR AGENDA

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

SC Metro – Angela Aitken reported that the Bus Stop Improvement project construction continues. Installation of a second CNG fuel tank is moving forward. Metro is getting new vehicles through a State of Good Repair grant. Metro will issue a contract for construction of the operations facility within six months of receiving \$11 million in Proposition 1B bond (PTMISEA) funds. The Watsonville Transit Study is nearing completion, with results to be presented to the Metro board. Ms. Aitken also notified the committee that this would be her last ITAC meeting because she will be working full time as Metro's Finance Manager.

AMBAG – Anais Schenk reported that the report on Electric Vehicle infrastructure for the Monterey Bay Area is available for review.

SCCRTC - Rachel Moriconi reported that the RTC will be issuing a Request for Proposals for a new Short Line Operator for the rail line. The Monterey Bay Sanctuary Scenic Trail (MBSST) workshops were attended by over 200 members of the public.

Watsonville: Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard Reconstruction project is nearly done. The City also finished its 2011 Pavement Management program.

County of Santa Cruz: Russell Chen reported that construction of the STIP-funded Graham Hill Road safety project has wrapped up for the winter, though PG&E is scheduled to put in a gas line and relocate utility poles in February. Construction will restart in April. A new turn lane is being added at Airport Boulevard/Green Valley Road.

Caltrans: Adam Fukushima noted that Caltrans is soliciting applications for Caltrans' Planning Grant programs and a workshop is being held in Monterey.

City of Santa Cruz – Chris Schneider reported that the Coastal Commission signed off on the Arana Gulch Master Plan. The City is receiving an award for the ARRA-funded Pacific Avenue/Depot Park Roundabout. City Council will be having a workshop on the Climate Action Plan.

10. Update on Highway 1 Soquel to Morrissey Auxiliary Lanes Construction

Kim Shultz provided an update on construction of the Highway 1 Soquel-Morrissey Auxiliary Lanes project. He noted that the RTC is hosting a public workshop on the project and that construction will begin with tree removal in February. The project is scheduled to be under construction for 14 months. Removal of the La Fonda Bridge is scheduled to coincide with the end of the school year and take six to eight months to reconstruct. ITAC members should contact Karena Pushnik or Kim Shultz with any questions or concerns during construction. An email distribution list has been set up to provide interested members of the public with ongoing updates on the project. Chris Schneider stated that the construction teams, including RGW, PB, and Caltrans construction managers, are outstanding and very experienced.

11. AMBAG Model Improvement Plan Update

Anais Schenk made a presentation on the AMBAG Model Improvement Plan. AMBAG is seeking input from local agencies to update base year information on the existing transportation network. She provided an overview of the webportal, which local jurisdictions should use to update information on their roadway network. Any changes to roadway widths and speed limits are the most critical to update. She noted that AMBAG is available to assist agencies with inputting information and if agencies have traffic count data, they can email it to AMBAG. She also asked that project sponsors

inform her of any projects that will be under construction in the near future. In response to a question from Donn Miyahara, Ms. Schenk reported that the model is currently being updated in order to meet SB375 requirements to calculate Greenhouse Gas (GHG) emissions and updated state guidance for models.

12. Monterey Bay Area 511 Traveler Information System Update

Tegan Speiser and Ginger Dykaar reported on the Caltrans Planning Grant-funded 511 feasibility study. The study assessed different 511 components that could be implemented in the Monterey Bay Area. The RTC will be considering the results of the study at its February 2, 2012 meeting. She provided background information on 511 programs, noting that the overall goal is to improve traveler experience by providing information to the public on real time traffic conditions, and multimodal travel options. The study analyzed the cost and feasibility of different options for implementation – including partnering with San Francisco Bay Area or Sacramento area 511 programs.

ITAC members discussed funding options for a local 511 program, information available from private companies, the lack of data on transit times because buses are not currently equipped with vehicle locator devices, the importance of providing accurate information, and benefits of 511 in emergencies.

13. State and Federal Legislative Updates

Staff provided a summary of the Governor's January Budget, which includes proposals to provide funding continuity during deadline-overrun budget debates, consolidation and restructuring of some state agencies, detailed review of Caltrans programs, and projected reduced gas tax revenues. Staff also provided a summary of proposals in the Senate Environment and Public Works Committee federal transportation bill proposal (MAP-21) which could negatively impact Santa Cruz County.

14. Update on Adoption of the *2012 Regional Transportation Improvement Program*

The ITAC received the list of projects approved by the RTC on December 1, 2011 for approximately \$9 million in State Transportation Improvement Program (STIP) funds and \$1.4 million in Regional Surface Transportation Program (RSTP) funds. Rachel Moriconi reminded members that projects approved by the RTC for STIP funds are subject to concurrence from the California Transportation Commission (CTC). The CTC is scheduled to adopt the 2012 STIP on March 28, 2012. As approved at the November 2011 ITAC meeting, the ITAC is sending a letter to the CTC urging them to approve the RTC's balanced proposal of both highway and local street and road projects. She noted that the RTC Executive Director and board members met with one CTC Commissioner to review the urgent needs on local roads.

15. State Highway Operation and Protection Program (SHOPP)

The ITAC received the list of projects proposed by Caltrans for the 2012 State Highway Operation and Protection Program (SHOPP). Staff reminded members to contact Caltrans as early as possible if they have concerns about any of the projects or are interested in coordinating SHOPP projects with projects on local roads.

The meeting adjourned at 3:00 p.m. The next ITAC meeting is scheduled for **February 16, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

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Central Coast Coalition

Moving California's Economy

February 10, 2012

The Honorable Sam Farr, CA-17
United States House of Representatives
1126 Longworth House Office Building
Washington, DC 20515
VIA FAX: (202) 225-6791

The Honorable Anna Eshoo, CA-14
United States House of Representatives
205 Cannon Building
Washington, D.C. 20515
VIA FAX: (202) 225-8890

The Honorable Lois Capps CA-23
United States House of Representatives
2231 Rayburn House Office Building
Washington, D.C. 20515
VIA FAX: (202) 225-5632

**RE: American Energy & Infrastructure Jobs Act: Concerns about
Metropolitan Planning, Public Transit and Alternative Modes**

Dear Congress Members Farr, Eshoo and Capps:

The Executive Directors for the six transportation planning agencies of the California Central Coast Coalition have several serious concerns about HR 7, the American Energy & Infrastructure Jobs Act. In general, we support many aspects of the overall proposal, particularly the streamlining measures that facilitate transportation investments and project delivery and increasing local flexibility to determine how to spend our funding. We continue to be concerned about the following provisions, however:

1. **Grandfathering of Small Metropolitan Planning Organizations (MPOs):** While we appreciate the inclusion in HR 7 of a "Special Rule" protecting existing small MPOs with urbanized areas under 100,000 (p.429, Sec. 5203(b)(4)), we are very concerned that this provision may be lost in the conference report. We are ready to support increasing the population threshold from 50,000 to 100,000 for new MPOs, instead of the Senate's provision increasing the threshold to 200,000.
2. **Public Transit Funding:** We strongly oppose the major change to the funding mechanism for public transit included in HR 7 (p.25, Sec. 1103). As you are well aware, for more than 30 years, public transit has received 20 percent of the federal motor fuels tax collected for the highway trust fund. Since establishment of this dedicated source of funding, public transit agencies have implemented bipartisan projects across the country. This proposal would leave public transportation without a dedicated source of funding and would be devastating for our nation's transportation network. While the bill's authors insist that a longer-term, five-year bill would provide some certainty to the states, in fact, the bill removes certainty of funding for transit projects, by making transit vulnerable to the whim of the annual appropriation process. We strongly urge you to fight this provision when the bill reaches the House floor.

**Association of Monterey
Bay Area Governments**
Diane C. Eidam
Interim Executive Director
831.264.5100
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**Santa Cruz County
Regional Transportation
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**Council of San Benito
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**Transportation Agency
for Monterey County**
Debbie Hale
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**San Luis Obispo Council
of Governments**
Ronald DeCarli
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**Santa Barbara County
Association of
Governments**
Jim Kemp
Executive Director
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3. **Alternative Modes:** We are also strongly opposed to the provision to eliminate dedicated funding for Transportation Enhancements (TE) and the total elimination of funding for the Safe Routes to School (SRTS) program (p.239, Sec. 1701 and p.237, Sec. 1601(aa)). Since the program's inception in 1992, TE projects have provided tremendous value to local communities through various mobility, economic development, safety, and quality of life improvements with projects designed to improve the regional network of bicycle and walking paths. The SRTS program addresses the safety of our children by facilitating, promoting and enhancing the ability of children to walk and bike to school. There is a critical need to ensure the safety of our children by providing them with safe paths, sidewalks and crosswalks, as one-quarter of children's traffic deaths happen when children are walking and bicycling. Although a bipartisan amendment to restore dedicated funding for these programs (via a combined account) was narrowly defeated in the Transportation and Infrastructure Committee markup, we strongly urge you to vote in favor of restoring this dedicated funding when the bill reaches the House floor.
4. **Metropolitan Planning:** An additional concern is the precedent that would be set by a provision that would allow governors to overrule MPOs on Interstate projects (p.447, Sec. 5203(h)(3)(E)). MPOs are composed of local elected officials addressing all modes of transportation. We believe that the regional planning process would be undermined if this provision is included in the final transportation authorization bill, and we ask that you help to defeat this provision.
5. **Transportation Funding:** The bill's funding levels represent only a fraction of what is needed to preserve and improve our transportation system. While we recognize that the nation is facing economic conditions that make it more difficult to approve increasing revenues, we stand ready to assist in advocating for increased gas tax revenues and new user fee funding mechanisms necessary to ensure the financial sufficiency of the Highway Trust Fund and Mass Transportation Account to meet our nation's significant transportation needs.

We know that you are well aware of the importance of a strong transportation act to our economy. Like much of the nation, the infrastructure needs of California's Central Coast are great, and we are hopeful that the federal government will continue to be a partner in promoting projects that reduce congestion, repair aging infrastructure, improve commerce, and create jobs. We would be pleased to provide you with additional information on how a robust, long-term surface transportation reauthorization would benefit the California Central Coast.

Sincerely,



Ronald DeCarli
Executive Director
San Luis Obispo Council of Governments



Debbie Hale
Executive Director
Transportation Agency for Monterey County



Jim Kemp
Executive Director
Santa Barbara County Association of Governments



George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission



Diane C. Eidam
Interim Executive Director
Association of Monterey Bay Area Governments



Lisa Rheinheimer
Executive Director
Council of San Benito County Governments

Copy: Senator Barbara Boxer
Congressman Mica, Chair, House Transportation & Infrastructure Committee
Congressman Tim Johnson, Chair, House Banking, Housing & Urban Development Committee

Senator Dianne Feinstein

AGENDA: February 16, 2012

TO: Interagency Technical Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Regional Transportation Plan (RTP) Sustainability Framework and
Regional Complete Streets Initiative

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee:

1. Receive an update on the next Regional Transportation Plan;
 2. Provide input on the sustainability framework outlined in Attachment 2 as the basis for developing the next Regional Transportation Plan (RTP) goals and policies; and,
 3. Provide input on the Complete Streets Needs Assessment and Guidelines.
-

BACKGROUND

As the regional transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated long range transportation plan for the region. An update of the Regional Transportation Plan (RTP) is underway (Attachment 1). The current RTP was adopted by the RTC in June 2010.

The RTP includes goals and policies that are used to prioritize projects for funding (Policy Element); identifies the area's transportation needs and planned projects (Action Elements); and estimates the amount of state, federal, and local funds that may be available over the next 25 years (Financial Element). The RTPs adopted by Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan (MTP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The next RTP planning process will meet Senate Bill 375 requirements and be consistent with a Sustainable Community Strategy (SCS) developed for the AMBAG region. The SCS will be included as a fourth element of the MTP developed by AMBAG, as required by SB375, and included in the RTP by reference. The SCS will build upon the Regional Blueprint recently prepared by AMBAG, which identifies priority growth areas that could be served by convenient transit services and where the number and length of automobile trips can be minimized.

DISCUSSION

RTP and STARS Sustainability Framework

RTC staff has been working with the North American Sustainable Transportation Council (STC) staff to identify sustainability standards and define categories and goals that should be evaluated when developing a sustainable transportation plan. The subject categories and goals identified in Attachment 2 are the foundation of the Sustainable Transportation Analysis and Rating System (STARS) to be applied to transportation plans. The sustainability framework outlined in Attachment 2 supports the Triple Bottom Line definition of sustainability, which identifies a sustainable transportation system as one that balances the needs of people, the planet, and prosperity. The sustainability goals identified take into consideration the authority and influence of transportation agencies, measurable indicators, and reasonably available data. On January 12, 2012 the Regional Transportation Commission approved staff to utilize the sustainability framework developed by STC and supported by RTC staff (Attachment 2) as the basis for developing the draft goals and policies for the Regional Transportation Plan.

How is this different from the 2010 RTP?

Although many of the existing RTP goals are consistent with planning for a sustainable transportation system, prior RTPs have not directly incorporated sustainable transportation measures. A key component of the current effort to incorporate sustainable principles into the RTP is defining a sustainable transportation system as one that balances the needs of people, the planet, and prosperity, and understanding the trade-offs and the factors that result in the maximum benefit in all three for a given amount of effort.

RTC staff is scheduled to present the draft RTP goals and policies to the RTC and Committees in April 2012. A RTP timeline is included as Attachment 1.

Complete Streets Assessment and Guidelines

The Complete Streets Assessment is intended to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas and support an analysis of connectivity and transportation facility design. It should also identify the needs of elderly and disabled populations within the SCS Priority Areas. The assessment is focused on the SCS Priority Areas in order to identify the transportation infrastructure needs and minimize vehicle miles traveled in areas where the region expects future growth to be concentrated.

Assessing transportation infrastructure in SCS Priority Areas is expected to include, but may not be limited to, an examination where improvements to, or inclusion of, the following transportation attributes and/or amenities will address the multi-modal needs of transportation users in SCS Priority Areas:

- street and road improvements, including intersections and highway interchanges, traffic signal synchronization, transit stops, transit headways, bicycle lanes and parking, automobile parking facilities and sidewalk; and,
- amenities that improve the walkability of an area, such as signage, lighting, street trees, landscaping, seating areas, public art, and water features.

RTC will coordinate with local jurisdictions, Santa Cruz METRO, AMBAG, committee members and the public to conduct the assessment. The Complete Streets Assessment is expected to result in a list of projects that address multi-modal transportation needs in SCS Priority Areas and support Regional Transportation Plan project selection.

In addition, the Complete Street Guidelines will be developed for the tri-county region. The Complete Streets Guidelines will provide examples of appropriate transportation components for areas of different densities, a strategy for transitioning auto-oriented streets into Complete Streets in SCS Priority Areas, and measures that may be used to reduce congestion in areas of more compact development.

SUMMARY

An update of the Regional Transportation Plan (RTP), which is a state-mandated long range transportation plan for the region, is underway ([Attachment 1](#)). Santa Cruz County Regional Transportation Commission (RTC) staff has been working with the North American Sustainable Transportation Council (STC) to use the Sustainable Transportation Analysis and Rating System (STARS) to develop standards for basing the next RTP on three sustainable outcomes. A Complete Streets Assessment will also support the development of the next RTP. The Complete Streets Assessment is intended to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas to address the transportation infrastructure needs in areas where the region expects future growth to be concentrated in order to minimize vehicle miles traveled.

Attachments:

1. 2014 Regional Transportation Plan Fact Sheet and Timeline
2. Sustainability framework for transportation plans

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Santa Cruz County Regional Transportation Commission

Regional Transportation Plan

Fact Sheet

January 2011

What is the RTP?

The Regional Transportation Plan (RTP) is a long range (typically twenty-five year) transportation plan for the Santa Cruz County area. Long range planning assesses the transportation challenges we face now and those we will face in the future. The long range transportation plan prioritizes limited transportation funding and develops a strategy to fund the long list of unmet multimodal transportation needs (highway, road, transit, bicycle, pedestrian, etc). The RTP is updated every four or five years to address new trends, issues, and priorities; and to incorporate new state and federal regulations. The current Regional Transportation Plan for the Santa Cruz County area was adopted in June 2010. The next plan is currently scheduled for adoption in 2014.

How is the long range transportation plan developed?

The first step is to identify the objectives for the plan and craft overarching goals and policies that guide decisions to achieve the goals. These set the direction for the development of system-wide evaluation measures to track progress. Next, an estimate of all the potential funding available for transportation projects in our county from local, state and federal sources is developed. Projects that achieve the goals

are then solicited from transportation agencies and local jurisdictions. The RTC identifies which projects could be funded over the next 25 years based on priorities and anticipated funding. A second-tiered list of additional needs that could be funded should more funding become available is also identified. The program of projects is then reviewed to identify potential environmental impacts. As shown in the adjacent graphic, there are opportunities at every stage of the development of the RTP for public, agency and committee input. The goals/policies, funding estimates and project lists build on each other and input at the early stages will shape the draft and final plan.

Key:

-  -- Public
-  -- Committees
-  -- Agencies & Staff
-  -- Governing Boards/ Decision Makers

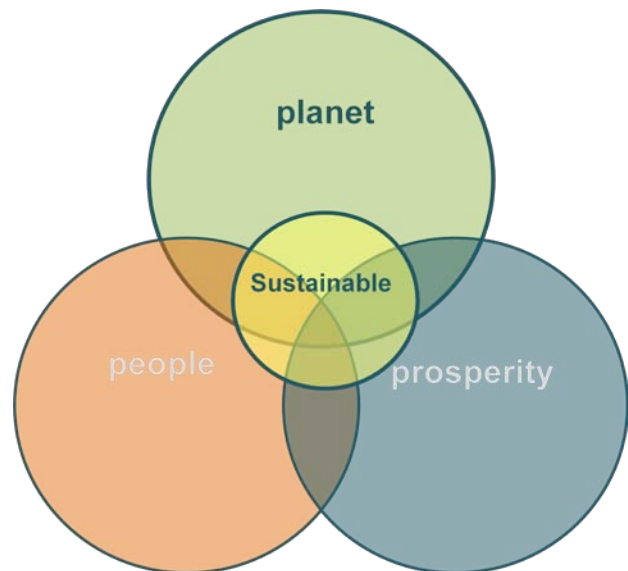


The next Regional Transportation Plan will address the following:

- Transportation needs in the region through 2035 as a result of population growth, environmental, economic and other social trends.
- The amount of state, federal, and local funding available for transportation projects and new sources of funding needed to deliver high priority projects.
- Sustainability of the transportation system and sustainable outcomes utilizing the Sustainable Transportation Analysis and Rating System (STARS).
- New legislative requirements, including SB375, which stipulate that regions must meet greenhouse gas reduction targets by reducing vehicles miles traveled through a coordinated land use and transportation plan called the Sustainable Communities Strategy.
- “Complete Streets” as a tool for planning for a multi-modal transportation system, particularly for those transportation improvements needed to accommodate growth.

Why a focus on sustainability?

The RTC represents diverse transportation interests which frequently reflect the impacts of transportation investments on environmental, economic and social concerns. A focus on sustainability can assist the RTC and the community in recognizing that these areas are intertwined, not exclusionary. Also, an approach that evaluates how transportation investments impact people’s health and safety, the economic vitality of the region, and the universal need for a healthy planet, is consistent with current wisdom. Some investments are win/win, but many require trade-offs in the three areas of economy, environment and people. A focus on sustainability will support the RTC in identifying these trade-offs and achieving multiple long-term goals.



How can you get involved?

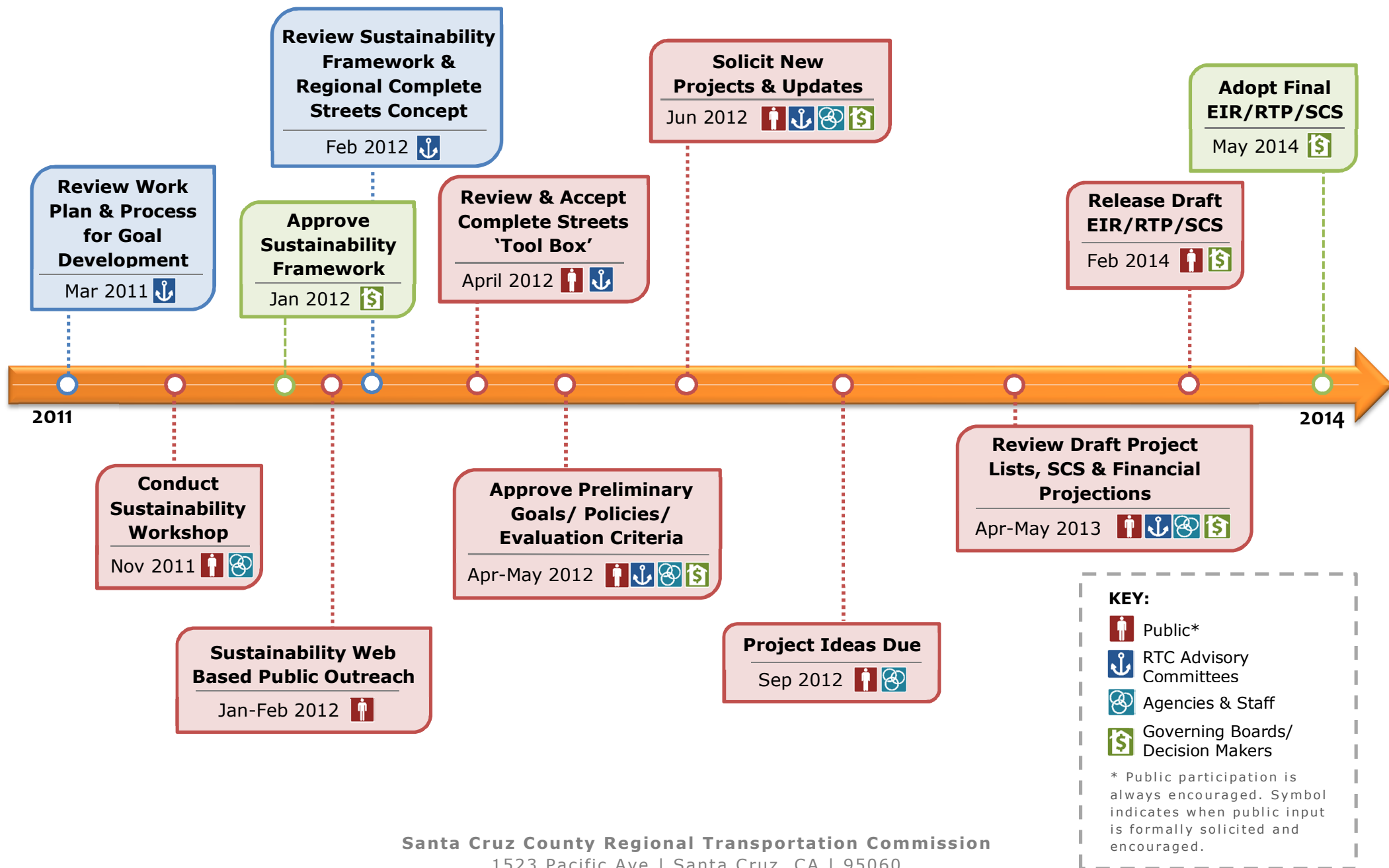
- Tell us what you think should be addressed in the RTP or what additional projects and funding options you think should be considered in the future plans. Provide input as elements of the plan are developed.
- Ask to be added to the RTP E-news List by emailing info@scrtc.org, calling 831-460-3200 or signing up on the RTC website www.scrtc.org
- Send comments to SCCRTC: info@scrtc.com or 1523 Pacific Avenue, Santa Cruz, CA 95060
- Participate in the development of the Association of Monterey Bay Area Governments’ Sustainable Communities Strategy (SCS), www.ambag.org.



2014 REGIONAL TRANSPORTATION PLAN

KEY MILESTONES (AS OF JAN 2012)

Attachment 1B



**Sustainable Transportation Analysis Rating System (STARS) for Plans-
Sustainability Framework
&
Recommended Outline for Integrating Sustainable Principles into next Regional
Transportation Plan**

Triple Bottom Line	STARS Credit Category	STARS Goal
People	Access & Mobility	Improve people's ability to meet most of their daily needs without having to drive
		Improve the convenience and quality of trips, especially for walk, bicycle, transit, car/vanpool trips
	Safety & Health	Improve multimodal safety, especially for the most vulnerable users*
		Improve health by increasing physical activity by people using the transportation system
		Improve air quality
	Equity	Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations**
		Demonstrate that planned investments do not disproportionately impact transportation-disadvantaged
Prosperity	Economic Benefit	Re-invest in the local economy by reducing expenses from fuel consumption and related vehicle use
		Improve access and proximity to employment centers
		Improve travel time reliability and consistency for high-value trips (i.e freight trips)
	Cost Effectiveness	Optimize benefits and costs over the life-cycle of the project, program, and/or plan
		Maintain the existing system
Planet	Climate and Energy	Reduce smog forming pollutants, greenhouse gas emissions and fossil fuel consumption
	Ecological Function	Improve or avoid habitat
		Improve water quality and stream flows
	Community Context	TBD

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*Vulnerable users are those that are injured or killed in greater proportion than the rest of the population either because of the mode they are using or their demographic

** Transportation-disadvantaged include the elderly, youth, people without cars, people experiencing poverty, people who experience language barriers, and people with disability who may have constrained travel options

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Regional Transportation Plan (RTP) Targets for System Maintenance

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on possible system maintenance targets for the next Regional Transportation Plan (RTP).

BACKGROUND

As discussed in a separate agenda item, the RTC has been working with the North American Sustainable Transportation Council (STC) to use the Sustainable Transportation Analysis and Rating System (STARS) to develop standards for basing the next RTP on sustainable outcomes. As part of this effort, performance targets are being developed for each of the goals.

DISCUSSION

STARS goals include "Optimize benefits and costs over the life-cycle of the project, program, and/or plan" and "Maintain the existing system". Setting performance targets for these goals may be restricted by available data. Staff recommends that the ITAC provide input on what financially-feasible targets could be used, taking into consideration available data. For instance, targets for roadway system maintenance could include:

- Increasing the local road Pavement Condition Index (PCI) numbers
- Reducing the percentage of lane miles in "distressed" condition
- Decreasing the backlog of needs
- Minimizing the life cycle cost of system maintenance through a Pavement Management System (PMS) that takes into consideration energy consumption, Greenhouse Gas (GHG) emissions, user costs, environmental damage, construction related traffic congestion/delays, construction costs, maintenance costs of road repair projects.
- Other targets currently used by agencies

SUMMARY

As part of the next RTP update, targets will be set to measure movement toward achieving RTP goals. The ITAC will discuss possible targets for system maintenance at this meeting.