



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

AGENDA
Thursday, January 18, 2018
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 16, 2017 ITAC meeting – *Page 3*
6. 2018 Regional Transportation Improvement Program (RTIP) Program of Projects – approved by RTC 12/7/17 – *Page 9*

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents – Verbal updates from project sponsors
8. Draft Regional Transportation Plan (RTP) – *Page 13*
 - a. Staff report – Ginger Dykaar
9. Draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report – *Page 24*
 - a. Staff report from Paul Hierling, AMBAG
 - b. Public hearings/open house notice

10. Draft Regional Disadvantaged Communities (DAC) definition – *Page 30*
 - a. Staff report
11. Transportation Performance Management and Target Setting – *Page 35*
 - a. Staff report from Paul Hierling, AMBAG
12. Draft Legislative Program – *Page 42*
 - a. Staff report – Rachel Moriconi
13. Caltrans Updates – *Page 49*
 - a. Verbal update from Caltrans District 5 Planning
 - b. Transportation Planning Grants announcement
 - c. Caltrans Director Report
14. Other State Funding Opportunities and Updates
 - a. Verbal updates from attendees
15. Next Meeting – The next ITAC meeting is scheduled for **February 15, 2017** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. Meetings will be canceled if there are no action items to be brought before the committee.

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\2018Jan2018Jan2018-ITACagenda.docx



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

DRAFT MINUTES

Thursday, November 16, 2017, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Tim Bailey, County Public Works
Teresa Buika, UCSC
Piet Canin, Ecology Action
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Association of Monterey Bay Area Governments (AMBAG)
Tom Hiltner, Santa Cruz Metropolitan Transit District (METRO)
Steve Jesberg, Capitola Public Works and Planning Proxy
Jessica Kahn, Scotts Valley Public Works and Planning Proxy
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Chris Schneider, Santa Cruz Public Works

RTC Staff Present: Grace Blakeslee, Cory Caletti, Sarah Christensen, Ginger Dykaar, Luis Mendez, Rachel Moriconi, Anaïs Schenk

Others:

Mark Dettle, City of Santa Cruz Public Works
Brett Garrett
Rick Longinotti, Campaign for Sensible Transportation (CFST)
Pam North, CFST
Mike Saint, CTST
Barry Scott, FORT
Becky Steinbruner, citizen
Janneke Strause, Bike Santa Cruz County

-
1. **Call to Order:** Chair Fontes called the meeting to order.
 2. **Introductions:** Self introductions were made.
 3. **Oral Communications:** None.
 4. **Additions, deletions, or changes to consent and regular agendas:** The regular agenda was reordered as follows: Item 11 – Bike Route Signage; Item 9 – 2018 Regional Transportation Improvement Program (RTIP); Item 10 – Unified Corridor Investment Study; then Item 8 – Cruz511 In Your Neighborhood. Item 6 (Status of Projects) and Item 7 (Caltrans Updates) were postponed to a future meeting.

CONSENT AGENDA

5. **Approved Minutes of the September 21, 2017 ITAC meeting.** *A motion (Fliesler/Kahn) to approve the minutes passed unanimously with all members in attendance voting "yes."*

REGULAR AGENDA

11. Santa Cruz County Bicycle Signage Project

Anais Schenk presented information on the Active Transportation Program (ATP)-funded Santa Cruz County Bicycle Signage program and implementation plan, including information on and recommendations for sign design, content, and placement; a draft signage database which staff requested local jurisdictions and ITAC members use for reviewing and commenting on proposed signs. Ms. Schenk also requested input on Pacific Coast Route wayfinding signs.

ITAC members agreed to notify Ms. Schenk of the appropriate contact at each agency. Piet Canin recommended that signage direct bicyclists onto roadways with fewer vehicles or otherwise considered preferable or more bicycle-friendly, especially for less experienced bicycle riders. Staff reported that outreach efforts will include maps showing high and low traffic facilities. He also asked that signage be included for the rail trail. Staff confirmed this is part of the project and will coordinate with city of Santa Cruz's consultant who is also working on signage for the rail trail.

9. 2018 Regional Transportation Improvement Program (RTIP): Preliminary Staff Recommendations

Rachel Moriconi presented preliminary staff recommendations for approximately \$22 million anticipated from the region's formula shares of various state and federal transportation programs. The RTC received 36 applications requesting over \$38 million. The preliminary staff recommendations focus on projects that address criteria established by the RTC for this consolidated call for projects and include a combination of regionally-significant projects and local projects that preserve existing transportation infrastructure, improve safety, and reduce the number of vehicle miles traveled and associated emissions. Staff will be considering RTC advisory committee recommendations when developing final recommendations for consideration by the RTC following a public hearing on December 7, 2017. Staff will be working with project sponsors to confirm project schedules and determine the most appropriate funding source for each project.

Chris Schneiter expressed concern that staff prioritized chip seals over full reconstruction. He suggested that more urban areas that serve a larger number of users, including bicyclists and pedestrians, should receive priority for funding.

Teresa Buika stated that UCSC appreciates the amount of funding recommended, but requested that the funding be contingent on UCSC securing "other" funding, not specifically Active Transportation Program (ATP) funds as identified in the preliminary staff recommendation.

Piet Canin stated that the Bicycle Committee recommends full funding for the Open Streets and Everyday is Bike to Work Day projects. He appreciated that 10% of the funds would serve bicyclists and 10% for pedestrians, but stated that is a lower percentage than most sustainable transportation programs. He stated that hardscape, like sidewalks and bicycle paths, are complemented by education and encouragement programs like Open Streets and Bike to Work programs.

In response to a question from Teresa Buika, Ms. Moriconi shared that the Bicycle Committee also recommended additional funding for the Pacific Avenue sidewalk in Santa Cruz, Glenwood Drive rehabilitation and bicycle improvement project in Scotts Valley, and the Bicycle Safety Improvements project in Watsonville.

Tom Hiltner concurred with the amounts recommended to be programmed to Santa Cruz METRO projects.

Steve Jesberg left the meeting.

Janneke Strause shared information on Open Streets, appreciated staff recommended funds for Watsonville events and urged the committee to support funding for events in Santa Cruz as well. She stated that the program is requesting a relatively small amount of money, providing a 50% match, that events are well attended and cost less to put together each year.

Becky Steinbruner stated that the Aptos Village development is adding an extra 8,000 cars per day and that transportation mitigations should be funded by the developer, not public funds. She expressed concerns about reduced parking, lack of space for future rail passenger station parking, access to Aptos Village Park, bicycle parking, the cost of signal lights, the bus stop location, pedestrian access limited by fencing, a pedestrian activated crosswalk at Parade Street, and asked if a sidewalk on the south side of Soquel Dr. would eliminate parking and the Class 2 bike lane or put bicyclists at risk of getting "doored" by parked cars. She suggested that if \$1.9 million, in addition to the \$1.4 million previously approved for the project, is provided, that it be conditioned on addressing these concerns.

Rick Longinotti asked what the process is for members of the public to provide input on specific projects. Ms. Moriconi responded that members of the public should submit input directly to project sponsors and that the preliminary design/environmental phase is the ideal timeframe, but that all projects with bicycle and pedestrian components are required to be presented to the RTC's Bicycle Advisory Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC).

Murray Fontes relayed that Steve Jesberg had to leave the meeting, but supports the staff recommendation. Murray Fontes and Jessica Kahn also expressed their support for the preliminary staff recommendation.

Chris Schneider suggested that if UCSC does not secure other funds, that they be redirected to the city of Santa Cruz roundabout project at Bay St/High St.

ITAC members in attendance unanimously approved a motion (Schneider/Fliesler) recommending that the RTC approve the preliminary staff recommendation, with

funds for UCSC's Great Meadow Bike Path Preservation and Safety project to be redirected to the Bay/High Roundabout if the University does not secure other funds or scale back the project within two years.

Mark Dettle and Tom Hiltner left the meeting.

10. Unified Corridor Investment Study Phase 1 Scenario Analysis

Ginger Dykaar presented draft Step 1 scenario results for the Unified Corridor Investment Study (UCS) and requested committee input on project descriptions, completeness of issues discussed for each project and criterion, rating per criterion for each project, overall ratings per project, and recommendations for projects and scenarios to evaluate in the Step 2 analysis. She noted that the draft staff recommendations for Step 2 eliminate Scenario F, based on public concerns about converting automobile travel lanes to a combined bus/bicycle lane on Soquel Dr. Remaining components from Scenario F would be evaluated in Scenario B. Staff also recommends eliminating Scenario D due to findings during Step 1 regarding the feasibility and cost of adding rail transit on Highway 1.

Claire Fliesler concurred with the staff recommended scenarios for Step 2. Erich Friedrich recommended that self driving/autonomous vehicles be evaluated in at least one scenario. Ms. Dykaar responded that they will be addressed qualitatively during Step 2, but that conclusive data is not available at this time to model the impact on vehicle miles traveled and capacity for this study. She also recommended that all scenarios evaluate bicycle and pedestrian intersection improvements on Soquel Ave/Dr and Freedom Blvd.

Piet Canin suggested that increased use of electric bicycles may affect bicycle ridership and thus mode share and would like the UCS to evaluate electric bicycles and the infrastructure needed to support ebikes.

Chris Schneider stated that the evaluation of the Highway 1-San Lorenzo River Bridge widening should be modified since the project reduces flooding and improves fish passage, improves safety, preserves existing infrastructure and improves operational efficiency.

Piet Canin stated that the safety evaluation should consider all collisions, not just fatal and injury collisions, as well as perceived safety concerns. He requested that Ecology Action be included in stakeholder meetings.

In response to a question about the process for Step 2, Ms. Dykaar stated that input will be sought from RTC advisory committees, partner agency stakeholders, and the community. Pete Rasmussen stated the dedicated bus/bike lane in Scenario F is also in Scenario D.

Ms. Dykaar noted that staff has received requests to evaluate projects individually rather than within scenarios. The UCS project team will be evaluating projects individually as much as possible. There are limitations to analyzing all projects separately especially when using the travel demand model and also important to look at the transportation system as a whole.

Barry Scott stated that it would be a shame if the rail corridor was only used for bicycle/pedestrian travel, especially when it is raining. He stated that scenarios that included rail transit were rated the highest at public workshops and distributed a summary of dots

placed on different scenarios. He also stated that the Daisy rail car recently was operated on the rail line.

Erich Friedrich left the meeting.

Rick Longinotti requested that the Campaign for Sensible Transportation be included in stakeholder meetings. He suggested protected bicycle lanes be included on roadways with traffic volumes over 6000 per day and speed limits of 25 mph; that intersection improvements focus on all modes, not just automobiles; expressed concern that bigger intersections, such as those on Mission Street in Santa Cruz, should focus on reducing conflicts between all modes; he questioned the economic and time savings benefits for highway projects; questioned options for bus on shoulder without auxiliary lanes; and asked how much metering ramps help if constructed independently.

Claire Fliesler and Piet Canin left the meeting

Ginger Dykaar noted that step 1 was a qualitative analysis, with step 2 integrating more quantitative analysis.

Mike Saint stated that if scenario F is eliminated, auxiliary lanes remain in all other scenarios. He suggested that auxiliary lanes no longer be pursued. He suggested looking at zipper lanes on Highway 1.

Becky Steinbruner stated that people want the maximum number of options to get around. She expressed support for rail with trail on the rail corridor, express transit options such as bus rapid transit on the rail corridor or Soquel Drive; and monorail/express service for future consideration.

Brett Garrett suggested electric bicycles and bicycle share programs; automated vehicles will be part of the bus transit system; that shared autonomous vehicles will reduce parking; and that overhead/elevated monorails and fly-over transit, like Personal Rapid Transit (PRT) should be considered.

Pete Rasmussen left the meeting.

Chris Schneider/Teresa Buika made a motion to support the draft staff recommended scenarios for Unified Corridor Investment Study step 2 analysis, which includes a qualitative discussion of autonomous vehicles. The motion was unanimously approved with Buika, Schneider, Kahn, Bailey, and Fontes voting "yes".

Teresa Buika suggested more outreach be done to collect input from Spanish-speakers.

8. Cruz511 in Your Neighborhood

Grace Blakeslee presented results of the Cruz511 in Your Neighborhood pilot program, which focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking, and carpooling. She shared information about program participation, effective outreach and the overall program results.

Chris Schneider left the meeting.

Members commented on the usefulness and attractiveness of materials and the neighborhood specific outreach.

6. Status of ongoing transportation projects, programs, studies and planning documents - *Postponed to future meeting*

7. Caltrans Updates- *Postponed to future meeting*

Committee members received a written memorandum on the streamlined PEER Process and State Highway Operation and Protection Program (SHOPP) project updates, which were included in the agenda packet.

12. Local, Regional, State, and Federal Funding Updates and Information Sharing

The committee briefly discussed the next Active Transportation Program (ATP) cycle, noting that the California Transportation Commission (CTC) is seeking input on the draft application and guidelines by mid-December.

13. Next meeting: The next ITAC meeting scheduled for December 21, 2017.

The meeting adjourned at 3:50 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

S:\ITAC\2017\Nov2017\ITACminutes-Nov2017.docx

Exhibit A
2018 Regional Transportation Improvement Program (RTIP)
Projects Approved for funding by the SCCRTC on December 7, 2017

Available funds: Up to \$17.5M STIP (through FY22/23), \$3.5M STBG (through FY18/19), and est. \$600k SB 1 LPP and \$975,000 SB1 Transit funds

Agency	Project Name	Description	Total Cost	Approved			
				Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
Bike Santa Cruz County (County HSA sponsor)	Open Streets Events – Watsonville and Santa Cruz	2 events/year over two years that temporarily transform roadways into parks for people to bike, walk, skate, and play in a safe and festive environment by temporarily blocking automobile traffic. Watsonville: Brennan/Union St (Freedom-Peck St); SC: West Cliff Dr. (Lighthouse Field-Swanton Blvd). Request: \$12.5k/event	\$97,000	\$40,000	Prioritize funding for events in Watsonville which has high collision rates, lower bike/walk use. Bicycle Committee & E/DTAC recommend full funding. \$50k RSTPX approved by RTC 2/7/13 for events in Watsonville and Capitola. In 2016- RTC approved \$10K for Watsonville event. Provides venue to raise awareness of other programs (e.g. METRO, Cruz511, etc.) One-day event reaches large audience, however unclear if more effective compared to other TDM and infrastructure/focused education programs.	\$20,000	\$25,000
Ecology Action (RTC oversight)	Every Day is Bike to Work Day	Pilot bike commuter initiative to increase bike commuting at 6 large employers in Santa Cruz, Live Oak, and Watsonville areas; includes bike commute and safety workshops, online tracking apps/systems, support/encouragement	\$70,000	\$50,000	Low cost program to test effectiveness of new methods to encourage bicycle commuting which could be applied at other employers in the future. Project can be scaled to match funding (5 sites at \$50k). RTC serves as public agency sponsor. Require records to include info about frequency that participants bike before/after program. Bicycle Committee recommends up to full funding; E/D identified as lower priority than Open Streets, recommended shifting \$25K between programs.	\$30,000	\$30,000
METRO	METRO Refurbish Buses	Refurbish 16 fixed route buses to add 4 - 8 years to their useful life (avg. 6 yrs). Includes rebuild or replacement of engine/transmission assembly, cooling system, doors, windows, floors, seat cushions, paint, and wheelchair securement system.	\$4,080,000	\$900,000	Extend service life of buses an avg. of 6 years; avg. cost is \$255k/bus. Fund approx. 4 buses.	\$0	\$0
METRO	METRO ITS Equipment	Install Automatic Vehicle Locaters (AVL), automatic passenger counters, and automatic vehicle announcing system on up to 100 buses to provide real-time schedules, next bus info at bus stops, and data collection for system operations, security, planning and maintenance.	\$2,000,000	\$1,400,000	Providing real-time transit system info could improve rider experience and attract new riders. Automatic Vehicle Locator (AVL) = \$1M; passenger counters=\$500k; auto vehicle announcement system=\$500k. Staff recommends funding at least AVL portion.	\$0	\$1,000,000
METRO	METRO Revenue Vehicle Replacements	Purchase 1 CNG bus, 5 battery-electric buses, and 4 paratransit vans to replace 1998 diesel buses and 14-year old paratransit vans which have exceeded their useful life.	\$5,915,000	\$1,025,000	Buses need to be replaced in order to maintain service. To be funded with a combo of STIP & at least \$103k LPP. Cost is \$1M/electric bus; \$615k/CNG bus; \$75k /paratransit van. METRO anticipates purchasing one EV with recommended funds.	\$0	\$1,025,000
METRO	<u>Placeholder: FY17/18 99313 STA and SGR projects - exact project(s) TBD</u>	Metro to submit updated STA claim and project information for consideration at the RTC's January 2018 meeting.	TBD	\$975,590	Buses need to be replaced in order to maintain service. Funds from FY17/18 supplemental SB1 PUC 99313 formula funds (SB1 STA and SB1 SGR), no match required; METRO to submit revised proposal for funds for consideration at the January 2018 RTC meeting.	\$975,590	\$975,590
RTC	Planning, programming, and monitoring (PPM)	State and federally-mandated planning and programming activities associated with state and fed. funding programs, assisting project sponsors, and coordination with Caltrans and the California Transportation Commission.	\$250k/year	\$409,000	While cost of state/fed mandated activities is approx. \$250k/year, legislation restricts STIP available for this work to 5% of county shares (\$409k for FY20/21-22/23; approx \$135k/yr). Only program \$409k STIP formula available for PPM; staff does not recommend using STBG/RSTPX. This recommendation is consistent with RTC action 9/17.	\$0	\$409,000

Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
RTC	Cruz511	Cruz511 provides traveler information and transportation demand management services including traffic map, traffic congestion, traffic incidents, outreach, education, and incentives with the mission of reducing single occupancy vehicle (SOV) trips, vehicle miles traveled and roadway congestion. The program also acts as a traveler information hub for commuters and visitors looking for information on road conditions or sustainable transportation modes.	\$313k/year	\$300,000	Request is for 2 years of funds . Recent program evaluation has resulted in updated program goals and work program focused on serving low income residents, Vision Zero safety messaging, and improved user experience. Measure D Hwy Corridor funds would cover balance of program cost.	\$150,000	\$225,000
RTC/Caltrans	41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing	Construct auxiliary lanes on Highway 1 between 41st Ave and Soquel Dr. interchanges, and construct 12-14' pedestrian/bike overcrossing at Chanticleer Ave.	\$34,000,000	\$2,000,000	RTC has reserved \$2M STIP for this project since 2014. Recommendation is consistent with RTC action in September 2017 indicating intent to program this \$2M. This is a regionally significant multi-modal project serving over 100,000 vehicles per day. Approx. 28% of project cost attributed to bike/ped crossing.	\$2,000,000	\$2,000,000
RTC/Caltrans	State Park to Bay Porter Auxiliary Lanes Project	Prelim. design and project level environmental review of auxiliary lanes on Highway 1 between the State Park to Park Ave to Bay/Porter interchanges (approx. 2.5 miles). Includes retaining walls, drainage, reconstruction of Capitola Ave overcrossing to include wider sidewalk and bridge lighting.	\$73,000,000	\$1,830,000	Heavily used transportation facility. Initiate work to make project more competitive for grants . Application was for 50% of PA/ED (environmental review) cost; lower CTs overhead rate if STIP-funded. RTC could also request Advance Project Development (APDE) STIP funds (from future county shares). Balance of PA/ED would be funded by Measure D.	\$0	\$0
RTC/Caltrans	Highway 1 Corridor Tiered Environmental Document	Environmental analysis of HOV lanes (Tier 1/program-level) and Soquel-41st Ave Aux Lanes (Tier 2/project level), including interchange reconstruction, ramp metering, 3 bike/ped crossings, and intelligent vehicle management systems. Additional funds to finalize the environmental document.	Enviro: \$14.5M; \$600M total project cost	\$500,000	Most heavily used transportation facility in Santa Cruz County. Provides long term vision for the corridor, upgrades design standards and adds new bicycle and pedestrian facilities. Funds needed to complete environmental document, including responses to comments.	\$250,000	\$350,000
Capitola	Brommer Street Complete Street Improvements (250' west of 38th Ave to 41st Ave)	Construct complete street roadway improvements on Brommer St. to improve access for vehicles, bikes, and pedestrians. Pavement reconstruction, install ADA driveways and sidewalks, and reconfigure eastbound approach to 41st Ave. for vehicle access.	\$770,000	\$470,000	Fills gap in pedestrian network. Only request from Capitola.	\$450,000	\$470,000
City of Santa Cruz	Pacific Ave. Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$439,870	\$250,000	Serves fewer people, sidewalk available on one side of road - unclear would increase walking rates. Low collision rate. City could use other local funds for balance of project cost, though city's preference would be to shift funds to River St. and Hwy 1/9.	\$0	\$0
City of Santa Cruz	River Street Pavement Rehabilitation (Water St to Potrero Street)	Pavement rehabilitation of River Street between Water Street and Potrero Street. (0.4 mi)	\$2,000,000	\$775,000	2nd priority for city. Medium use, mixed-use, multimodal roadway; however cost/mile of roadway preservation is high. City can scale project or commit other funds.	\$0	\$504,000
City of Santa Cruz	State Route 1/9 Intersection Improvements	Adds lanes to the Highway 1 and 9 intersection to improve operations and safety. The intersection will be upgraded to include standard lane widths, transitions, shoulders, bike lanes, lighting, sidewalks and access ramps.	\$8,361,000	\$1,574,000	City's highest priority. Very high use, multimodal, regionally significant project. Some of bike/ped components of project were constructed earlier as the Highway 1 undercrossing. RTC has previously awarded \$2,329,000 to project, but \$1M shifted to MBSST last year. Require signals to include audible signal components.	\$1,250,000	\$1,250,000
UCSC	UCSC Great Meadow Bike Path Preservation and Safety Improvement Project (Phase 2)	Reconstruct and widen Class I main bike path to meet current Caltrans standards within current alignment for safety and system preservation needs (approx. 1 mile).	\$1,134,000	\$700,000	Demonstrated need. There is a history of collisions on the path. Funds to be redirected to the Bay/High Roundabout if the university does not secure other funds or scale back the project within two years. (const. scheduled for FY20/21)	\$0	\$250,000

Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
Scotts Valley	Glenwood Drive Rehabilitation and Bicycle Improvement Project	Pavement rehabilitation of Glenwood Dr. (K Street Way to city limits), drainage repair, and widen to add bike lanes. (0.58mi)	\$865,000	\$310,000	Priority 3 of 4 applications. Located near school. City may scale project to only include bicycle lane on uphill section or may commit other funds.	\$0	\$0
Scotts Valley	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation	Roadway rehabilitation on Green Hills Rd. (Glen Canyon to end at S. Navarra) and Glen Canyon Rd. (Flora Lane to Green Hills); add bicycle lanes on Green Hills Rd., and green lanes, markings on 3 roads.	\$993,000	\$102,000	Supplements \$711k approve by RTC in 2016. Moderate traffic volumes, complete streets project. Identified as priority through community meetings.	\$0	\$102,000
Scotts Valley	Kings Village Road/ Bluebonnet Lane Sidewalk	Construct new, fill gaps, and improve accessibility of sidewalks on both sides of King's Village Rd. (Mt. Hermon to Bluebonnet) and south side of Bluebonnet Lon (KV to Bean Creek). Approx.0.3mi. Curb ramp upgrades at Mt. Hermon.	\$306,000	\$271,000	Fills gap in sidewalk network in urbanized area.	\$271,000	\$271,000
Watsonville	Airport Blvd Reconstruction: Westgate/Larkin Valley Rd to Hanger Way	Reconstruct roadway & bike lanes (1300 ft), install new sidewalk (1070 ft), upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include additional ped crossings and install rectangular rapid flashing beacon.	\$1,645,000	\$177,000	Require signal upgrades to include audible signal components, as recommended by E/DTAC. RTC programmed \$1,195,000 STIP in 2013. Supplemental funds requested due to cost increase/change in scope from full-depth rehab to "remove and replace existing hot mix asphalt" and escalating construction costs statewide. Scope change required due to PG&E gas line location.	\$0	\$0
Watsonville	Bicycle Safety Improvements	New bicycle lane striping, markings, green lanes, and signage, esp. at intersections, on 7.47 miles. Beach St (Lee Rd to Rodriguez St); Bridge St (Beck St to E. Lake Ave), Green Valley Rd (Harkins Slough Rd to Corralitos Ck Bridge), Harkins Slough/Walker St (GV-Riverside Dr), Rodriguez St (Riverside-Main St)	\$525,000	\$325,000	32 collisions in past 10 years. Safety project will increase visibility of bicyclists. Project can be scaled to focus on highest crash locations.	\$200,000	\$200,000
Watsonville	Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd	Reconstruct existing roadway (0.6mi), replace non-ADA compliant curb ramps and driveways, ped scale lighting and illumination at crosswalks, install traffic signal at Sydney Ave, replace bus shelter, traffic calming	\$3,125,000	\$1,550,000	High use, major arterial, multi-modal safety improvements. Require signal upgrades to include audible signal components, as recommended by E/DTAC. City can scale project or commit other funds.	\$750,000	\$1,250,000
Watsonville	Green Valley Road Reconstruction (Struve Slough to Freedom Boulevard)	Reconstruct existing roadway and bike lanes, install curb, gutter, sidewalk, ADA upgrades at curb ramps and driveways (0.3mi)	\$1,598,000	\$306,000	Address funding shortfall. RTC programmed \$795k in 2016. Used by over 21k/day, major arterial,	\$306,000	\$306,000
County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Dr. Sidewalks & Bike Lanes.	Installation of a traffic signal at Aptos Creek Rd and Soquel Dr including railroad crossing arms. Controlled pedestrian at-grade railroad crossing along Aptos Creek Road and crosswalks across Aptos Creek Road and Soquel Drive. Sidewalks, curb, gutter on south side of Soquel Dr. and bicycle lanes.	\$3,201,671	\$1,900,000	High use, major arterial (Soquel Dr), multi-modal project. Includes improved safety and access for bikes, pedestrians, and transit riders; system preservation. RTC has previously awarded \$1.4M to Aptos Village project components. Priority for county. Conditions: confirm bicycle components of project, ensure bicycle lane delineation from parking; and bicycle racks installed in area. Signal prioritization for buses if feasible. Require signal upgrades to include audible signal components, as recommended by E/DTAC.	\$0	\$300,000
County of Santa Cruz	Branciforte Drive Chip Seal Project	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive (Granite Creek Rd to SC city limits - 1.91mi)	\$433,000	\$384,000	Complete Branciforte repairs. Condition: ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible.	\$0	\$384,000
County of Santa Cruz	Branciforte Drive Road Recycle & Overlay Project	Roadway rehabilitation: Pavement Recycling, Asphalt Overlay, and restriping of a portion of Branciforte Drive (PM 2.4 to Granite Creek Rd - 0.62 miles)	\$431,000	\$208,000	Addresses cost increases on previously approved project. Would bring total RTC funding for project to \$382,000. Condition: to improve safety for bicycles, widen shoulders where feasible.	\$208,000	\$208,000

Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
County of Santa Cruz	Granite Creek Rd Road Recycle & Overlay Project	Roadway rehabilitation: Pavement Recycling/Asphalt Overlay on Granite Creek Rd from Scotts Valley limits to PM 0.56 (1.85 mi)	\$1,103,000	\$476,000	Addresses funding shortfall. In 2016, RTC approved \$500k for project. County providing \$127k. To improve safety for bicycles, widen shoulders where feasible.	\$476,000	\$476,000
County of Santa Cruz	Highway 17 To Soquel Corridor Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping of Vine Hill Rd (Hwy 17 to B40), Branciforte Dr (Vine Hill to PM 0.7), Mt. View Rd (B40-N. Rodeo Gulch), N. Rodeo Gulch Rd (Mt. View-PM 1.97), Laurel Rd (N. Rodeo-Soquel San Jose Rd), and Soquel-San Jose Rd. (Laurel Glen to Dawn Lane) - 9.90 mi.	\$1,881,000	\$800,000	Alternate route to Hwy 17. Chip seal is cost effective. County will scale project or commit additional funds. Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible	\$0	\$500,000
County of Santa Cruz	Hwy 152/Holohan - College Intersection	Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 17, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,153,205	\$892,000	Fills gap in sidewalk and bike lane network, reduce traffic congestion at intersection; bypass to downtown Watsonville; Still needs extra \$1.7M. Funding contingent on County securing other funds by Sept. 2019. Require signal upgrades to include audible signal components, as recommended by E/DTAC. Shifts \$125k STIP from Casserly Road Bridge Replacement (completed with other funds).	\$767,000	\$767,000
County of Santa Cruz	Scotts Valley Area Routes Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping Mt. Hermon Rd (PM 1.31 to SV city limits), Lockewood Ln (GH-SV city limits), and Graham Hill Rd (Sims to Lockewood) - 2.76mi	\$940,000	\$832,000	High use, primary routes between SLV and Scotts Valley. Chip seal is cost effective. Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible. County can scale project or commit other funds.	\$680,000	\$725,000
County of Santa Cruz	Zayante Road Corridor Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping East Zayante & Upper E. Zayante from Quail Hollow to SR 35 (9.07mi)	\$1,725,000	\$950,000	Chip seal is cost effective. Road used by transit also. Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible. County can scale project or commit other funds.	\$950,000	\$950,000
Total				\$22,681,590		\$9,733,590	\$14,952,590

Funding Sources: RSTP/X: Regional Surface Transportation Program/Exchange; SGR: SB1 State of Good Repair; STA: State Transit Assistance; STIP: State Transportation Improvement Program (STIP);

STBG: Surface Transportation Block Grant Program (STBG); TDA: Transportation Development Act

Projects #: RTC: Regional Transportation Commission; CO: County of Santa Cruz; CAP: Capitola; SC: City of Santa Cruz; SV: Scotts Valley; WAT: Watsonville; EA: Ecology Action; HSA: County Health Services Agency; UCSC: University of California at Santa Cruz

AGENDA: January 18, 2018

TO: Regional Transportation Commission Advisory Committee

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Release of Draft 2040 Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee review and provide input on the Draft 2040 Regional Transportation Plan ([Attachment 1](#)).

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-two years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, and airports.

The 2040 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) that was first incorporated in the previous plan, the 2014 RTP. The goals, policies and thus the projects and programs were identified using STARS to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2040 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area. Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas emissions. The RTC coordinates with AMBAG on the development of the MTP-SCS by identifying financial constraints and transportation projects for inclusion in the MTP-SCS. In order to meet federal mandates, AMBAG must adopt the MTP-SCS by

June 2018 and thus the 2040 Santa Cruz County RTP must be adopted by June 2018.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2040 MTP-SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2040 MTP-SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2040 MTP-SCS/RTP Environmental Impact Report (EIR), which includes environmental review of the three regional transportation plans and serves as the EIR for the 2040 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

DISCUSSION

2040 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of an Executive Summary ([Attachment 2](#)) and nine chapters:

1. Why Sustainability?
2. Transportation Network
3. Travel Patterns
4. Vision for 2040 (Policy Element)
5. Funding Our Transportation System (Financial Element)
6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

The three main components of the RTP are the policy element, the financial element and the action element.

- The **Policy Element** identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
 - Draft approved by RTC: March, 2016
 - Revised draft approved by RTC: April, 2017
- The **Financial Element** identifies funds available to the region and lists the additional funding needs over the next 22 years. The 2040 RTP includes revenues from a potential future vehicle registration fee.
- The **Action Element** of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained).
 - Draft complete list of projects approved by RTC: August, 2016

- Draft financially constrained project list approved by RTC: April, 2017

The draft 2040 Regional Transportation Plan can be found on the RTC website (<https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>). **Staff recommends that the RTC Advisory Committee provide input on the Draft 2040 Regional Transportation Plan.**

Environmental Impact Report

The CEQA required environmental review for the 2040 Regional Transportation Plan (RTP) is included in the EIR for the 2040 MTP-SCS/RTP. The environmental review evaluates the potential environmental effects of implementing the 2040 MTP-SCS, including the 2040 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios, and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2040 MTP-SCS/RTP EIR, AMBAG has the primary responsibility for approving the “project”- 2040 MTP-SCS including the 2040 RTP for Santa Cruz County. The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2040 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2040 MTP-SCS/RTP EIR presents a region-wide assessment of the impacts of the proposed 2040 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2040 MTP-SCS/RTP EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed. AMBAG is scheduled to release the Draft 2040 MTP-SCS/RTP EIR, in concert with release of the Draft 2040 MTP-SCS, on Monday, December 4, 2017, for a 63 day public review period. The public comment period on the Draft 2040 MTP-SCS/RTP EIR, which includes environmental review of the Santa Cruz County 2040 RTP will close on February 5, 2018. The Draft 2040 MTP-SCS/RTP EIR will be available online at www.ambag.org following its release. A public hearing on the draft MTP-SCS/RTP EIR will be held in Santa Cruz County on January 30, 2018 at Simpkins Swim Center (979 17th Ave, Live Oak). The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the 2040 MTP-SCS.

Next Steps

Input from RTC advisory committees on the Draft 2040 RTP will be solicited and notices about the availability of the document will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft RTP will be posted on the Commission’s web site and links provided to the EIR on AMBAG’s website. Copies will be provided to local libraries.

A summary of dates related to finalizing the RTP are provided below.

- December 4, 2017 – AMBAG scheduled to release draft 2040 MTP-SCS and 2040 MTP-SCS/RTP EIR for public comment
- December 8, 2017–Draft 2040 RTP scheduled to be released for Public Comment
- January 18, 2018 RTC Meeting – 2040 RTP Public Hearing
- January 30, 2018 – 2040 MTP-SCS/RTP EIR Public Hearing in Santa Cruz County at Simpkins Swim Center
- February 5, 2018 – End of 59 day public comment period
- March 1, 2018 RTC Meeting – Approve changes to Draft 2040 RTP for final submission to AMBAG
- June 13, 2018 – AMBAG scheduled to adopt MTP-SCS and certify EIR
- June 21, 2018 – RTC scheduled to adopt Final 2040 RTP and Final EIR

SUMMARY

AMBAG is scheduled to release the 2040 MTP-SCS and associated EIR on December 4, 2017. The 2040 MTP-SCS/RTP EIR includes an impact analysis of the 2040 Santa Cruz County RTP. Upon approval from the RTC, the draft 2040 Santa Cruz County Regional Transportation Plan is scheduled for release on December 8, 2017, starting a 59 day review period which will end on February 5, 2018. The draft 2040 RTP will be available on the RTC website, (<https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>) and the 2040 MTP-SCS/RTP EIR on the AMBAG website (www.ambag.org). Both documents will also be available at the RTC offices in Santa Cruz and Watsonville, and at the public libraries. Notices will be sent to interested parties. Staff recommends scheduling a public hearing on the RTP for the January 18, 2018 RTC meeting, with adoption of the 2040 RTP at the June 21, 2018 RTC TPW meeting.

Attachments:

1. Draft 2040 Regional Transportation Plan- (Full document available at <https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>)
2. 2040 Santa Cruz County Regional Transportation Plan Executive Summary

S:\RTP\2040 RTP (2018)\Staff Reports\E&D TAC\20171213\SR-Draft 2040 RTP.doc

2040 Santa Cruz County Regional Transportation Plan

Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2040 Regional Transportation Plan (called the “2040 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2040. The 2040 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2040 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, has also been incorporated into a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2040 RTP.

Chapter 1 – Why Sustainability?

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the built and natural environment, and the economic vitality of our region. The 2040 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- **System Preservation** – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- **Safety** – The federal transportation act, Fixing America’s Surface Transportation Act (FAST) identifies safety as a national goal area and requires each state to set Safety Performance Management Targets in order to achieve a significant reduction in motorized and non-motorized traffic fatalities and serious injuries on all public roads. The Metropolitan Planning Organizations must also establish targets in coordination with the state.
- **Congestion** – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

EXECUTIVE SUMMARY

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health effects, and air pollutants can affect both the environment and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Energy** – Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future. The International Energy Agency (IEA) 2016 World Energy Outlook states that “fossil fuels will continue to be the bedrock of the global energy system for decades to come.”
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** – Funding for transportation in Santa Cruz County has notably improved in the last couple of years. Measure D, approved by Santa Cruz County voters in 2016, provides approximately \$20 million in revenues per year from sales taxes that are dedicated for use on the transportation categories approved by voters. In 2017, the California legislature provided more stable funding for transportation for the first time in nearly 25 years with passage of Senate Bill 1.

The 2040 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

Chapter 2 – Transportation Network

Santa Cruz County has a rich multi-modal transportation network. The county's existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1 including Mission St, the Highway 1 and 17 interchange and auxiliary lanes between Soquel Drive and Morrissey Boulevard.

In 2012, the RTC purchased, on behalf of the community, the Santa Cruz Branch Rail line that extends between Davenport and Watsonville. This purchase will allow the RTC to preserve the corridor for existing and potential future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed. Thirteen miles of trails along the rail right of way have been funded in full or in part, with construction to begin as soon as design, engineering and environmental permitting are completed. The first project is scheduled to be completed in 2018.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Cruz511 traveler information services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

Chapter 3 – Travel Patterns

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that the growth rate will increase to 12% between 2015 and 2040. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by 18% between 2015 and 2040.

Much effort on this 2040 RTP and the 2040 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” The 2011-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County from this CHTS data shows that Santa Cruz County residents bike more often than the state average. The American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. The data from 2011-2015 shows that Santa Cruz County residents are choosing to ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remains the same.

Chapter 4 – Vision for 2040

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2014 RTP. This sustainability framework was used for the 2040 RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2040 RTP are as follows:

EXECUTIVE SUMMARY

Goal 1: Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

Goal 2: Reduce transportation related fatalities and injuries for all transportation modes.

Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

For the first time, the Santa Cruz County Regional Transportation Plan identified measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long range plan will perform over time in advancing the targets. The assessment of performance is provided in Chapter 7.

Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 52% of the transportation revenues, 36% from state and 12% from federal. Based on current and projected revenue sources, approximately \$3.7 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2040 (\$167 million per year). The vast majority of anticipated revenues are committed to specific dedicated uses of which over \$1.2 billion is slated for transit service and capital improvements. A large proportion of these transit revenues come from our county's dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

In response to ongoing funding shortfalls and the large backlog of maintenance and other projects, Santa Cruz County voters approved Measure D in November 2016, a 30-year half-percent sales tax dedicated to local transportation projects and programs. Measure D provides approximately \$20 million per year in stable funding for projects in Santa Cruz County. In 2017, the California legislature passed Senate Bill 1 – The Road Repair and Accountability Act to stabilize transportation funding and help address the diminishing transportation revenues from the per gallon gasoline and diesel tax.

The Regional Transportation Commission (RTC) has discretion over less than 4% of the funds available for transportation projects in the next 22 years (approximately \$7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) Surface Transportation Block Grant Program (STBG) and SB 1- Local Partnership Program.

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized. Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact

fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$7.0 billion, whereas the estimated funds available through 2040 is approximately \$3.7 billion –half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2018 and 2040 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2040 RTP’s 22-year time-line as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “Unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2040 RTP, input was solicited from project sponsors, the public, public interest groups and RTC advisory committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of approximately 220 projects that could be fully implemented and 120 projects that could be partially implemented over the twenty-two year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 22 years and constitute the 2040 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 22 years, approximately \$3.7 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 230 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2040 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on available funding, include:

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of auxiliary lanes on Highway 1 between State Park Drive in Aptos and Soquel Ave
- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities

EXECUTIVE SUMMARY

- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail , the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2040 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include: developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

Chapter 7 – System Performance

Performance-based planning is a strategic approach that uses key information to help inform investment decisions. The performance of the previous regional transportation plan for Santa Cruz County completed in 2014 was analyzed in detail to determine how well the constrained list of transportation projects and programs advance the goals and targets established for the 2014 RTP and affect the county's future. The analysis that was performed is still largely applicable to the 2040 RTP given the project list for the 2040 RTP has not changed substantially from the 2014 version. The performance measure analysis that was developed for the 2014 RTP can be found in **Appendix D** for reference.

The 2040 RTP focuses the system performance on presenting available data that monitors the performance of the transportation system to date. Data is not available at this time to monitor all of the measures in the 2040 RTP although many of the more fundamental indicators (safety, vehicle miles traveled, greenhouse gas emissions, pavement condition) are presented.

Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2040 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2040 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the MTP/SCS and the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR analyzes the potential environmental impacts of the 2040 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation

program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.

Chapter 9 – What's Next?

The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.

Santa Cruz County is susceptible to a wide range of climate change effects. The RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

The effects of automated vehicles on future transportation systems are under much debate. Automated vehicles (AVs) are an emerging technology that could bring a number of benefits to the transportation system including increased safety, increased throughput due to driving efficiencies, and improved system management through vehicle data. Conversely, there is also the potential of AVs to drastically increase traffic congestion and the amount of vehicle miles traveled particularly when self-driving vehicles no longer require a person on board. There are many uncertainties associated with AVs including a currently unfolding set of federal and state regulations, resolution of questions around programming ethics, solutions to liability and insurance concerns, potential criminal abuse, and market adoption rates. The RTC will be watching the evolution of this technology for incorporation into future RTPs.



MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Paul Hierling, Senior Planner

SUBJECT: Draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy

MEETING DATE: January 18, 2018

RECOMMENDATION:

Staff will provide a report on the Draft 2040 MTP/SCS and Draft Environmental Impact Report.

BACKGROUND:

The 2040 MTP/SCS is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The MTP/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage and improve the transportation system so it meets the diverse needs of our changing region through 2040.

The 2040 MTP/SCS contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping and playing.

Passed in 2008, Senate Bill 375 (SB 375) encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board (CARB) with setting regional targets for reducing greenhouse gas emissions by 2020 and 2035. AMBAG must prepare a Sustainable Communities Strategy (SCS) as part of the MTP. The SCS must demonstrate how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The 2040 MTP/SCS demonstrates that our region will exceed these targets.

DISCUSSION:

The following sections present a brief overview of the Draft 2040 MTP/SCS. The 2040 MTP/SCS adoption process section describes the process to obtain public input on the

2040 MTP/SCS and major milestones leading to the anticipated adoption of the 2040 MTP/SCS in June 2018.

Vision

AMBAG adopted a framework of goals and policy objectives to guide the development of the MTP/SCS. The six goal areas are:

- Access and Mobility
- Economic Vitality
- Environment
- Healthy Communities
- Social Equity
- System Preservation and Safety

Transportation Investments

The Draft 2040 MTP/SCS contains a number of improvements to our multimodal transportation system. The MTP sets forth an integrated approach to transportation investments that maximizes the benefits of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and management strategies. The transportation investments will provide more travel choices for our region's residents and visitors.

Financial Plan

The Plan includes a revenue forecast of local, state and federal sources that are reasonably expected to be available through 2040. Total revenues estimated for the Draft 2040 MTP/SCS are approximately \$9.7 billion.

Performance Measures

In support of the goals and policies established through public participation efforts and stakeholder involvement, approximately a dozen performance measures were established to measure how well the MTP/SCS performs. The performance measures quantify the transportation, environmental, economic and equity benefits of the MTP/SCS.

Public Participation

AMBAG engaged a wide range of stakeholder groups, elected officials, community groups, and the general public through a series of meetings and workshops. The input received through this process has shaped the 2040 MTP/SCS in a meaningful way. AMBAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2040 MTP/SCS.

Environmental Impact Report

AMBAG in consultation with the RTPAs and the consulting team, is preparing an Environmental Impact Report (EIR). Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR will evaluate the impacts of the 2040 MTP/SCS on the physical environment at the program level. The Program EIR also serves as the EIR for the each of the RTPA's 2040 Regional Transportation Plans. The Program EIR will analyze a range of impacts resulting from future development consistent with the regional growth projections and improvements to the regional transportation network. It provides the framework for subsequent environmental analysis on specific projects, in which individual project impacts will be evaluated separately as project alignments and features are defined.

2040 MTP/SCS and EIR Adoption Process

To obtain public input on the development of the Draft 2040 MTP/SCS, a broad range of media and communication avenues will be utilized to provide information, solicit participation and input and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process.

In January 2018, AMBAG will hold subregional open houses and public hearings to allow for public comment on the 2040 MTP/SCS and the EIR. The open houses/public hearings schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted and information to be shared. The list of Draft 2040 MTP/SCS and EIR public hearings/open houses is included in Attachment 1.

Anticipated upcoming major milestones include:

- **January 2018:** Subregional open houses and public hearings on Draft 2040 MTP/SCS/EIR (see Attachment 1)
- **January 10, 2018:** Public hearing on the Draft 2040 MTP/SCS/EIR at the AMBAG Board of Directors meeting
- **February 5, 2018** Close of public comment period for Draft 2040 MTP/SCS/EIR
- **March/April 2018** Review and response to comments and consider proposed changes to the 2040 MTP/SCS
- **June 2018** AMBAG Board certifies Final EIR and adopts Final 2040 MTP/SCS

ALTERNATIVES:

None.

FINANCIAL IMPACT:

Planning activities for the 2040 MTP/SCS are funded with FHWA PL and FTA 5303 and are programmed in the FY 2017-18 Overall Work Program and Budget.

COORDINATION:

All MTP/SCS planning activities are coordinated with MTP/SCS Executive Steering Committee and Staff Working Group which includes participation from Caltrans District 5, Monterey Salinas Transit, Santa Cruz Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, San Benito County Council of Governments, and the Transportation Agency for Monterey County, as well as the Planning Directors Forum which includes the local jurisdictions.

ATTACHMENT:

1. Draft 2040 MTP/SCS Public Workshops/Hearings Flyer



Draft 2040 Moving Forward Monterey Bay Plan

An integrated long-range transportation and land use plan

Attend the Open House and learn about the Draft 2040 Moving Forward Monterey Bay Plan. Then, provide your comments on the Draft Plan and EIR during the Public Hearing portion of the meeting, immediately following the open house.

Copies of the Draft Plan and EIR can be downloaded from www.ambag.org or by calling AMBAG at 831.883.3750.

COMMUNITY WORKSHOP SCHEDULE

All workshops will include an Open House from 6 to 7 pm and a Public Hearing from 7 to 8 pm.

Thursday January 11, 2018

San Benito County Library
470 5th Street, Hollister

Wednesday January 24, 2018

Seaside Community Center
220 Coe Avenue, Seaside

Monday January 22, 2018

Toots Vosti Recreation Center
107 Centennial, Gonzales

Tuesday January 30, 2018

Live Oak Community Center (Simpkins)
979 17th Street, Santa Cruz

There will also be a Public Hearing at the **AMBAG Board Meeting on Wednesday, January 10, 2018** at 6 pm at the Seaside Community Center (220 Coe Avenue, Seaside).

Can't attend in person?
Comment online, by mail or email

www.ambag.org

info@ambag.org

AMBAG; PO Box 2453; Seaside, CA 93955



Monterey Bay 2040

Moving Forward

Sustainability
Mobility
Accessibility
Economy
Social Equity



Moviéndose Hacia Adelante ...



Reporte de Redacción del Plan Moviéndose Hacia Adelante 2040 de la Bahía de Monterey

Un plan integral de transporte y uso de la tierra a largo plazo.

Asista a la jornada de Puertas Abiertas y aprenda sobre el Reporte de Redacción del Plan Moviéndose Hacia Adelante 2040 de la Bahía de Monterey. Después provéanos con sus comentarios sobre el Reporte de Redacción y el Reporte de Impacto Ambiental durante la porción de la Audiencia Pública de la reunión, inmediatamente después de la jornada de puertas abiertas.

Copias del Reporte de Redacción del Plan y el Reporte de Impacto Ambiental se pueden descargar desde www.ambag.org o llamando a AMBAG al teléfono 831.883.3750.

Programación de Talleres Comunitarios

Todos los talleres incluirán una Jornada de Puertas Abiertas desde las 6 a las 7 p.m. y una Audiencia Pública desde las 7 hasta las 8 p.m.

Jueves, 11 de Enero
San Benito County Library
470 5th Street, Hollister

Miercoles, 24 de Enero
Seaside Community Center
220 Coe Avenue, Seaside

Lunes, 22 de Enero
Toots Vosti Recreation Center
107 Centennial, Gonzales

Martes, 30 de Enero
Live Oak Community Center (Simpkins)
979 17th Street, Santa Cruz

También habrá una Audiencia Pública en la **Reunión del Consejo de AMBAG el Miércoles, 10 de Enero del 2018** a las 6 pm en el Salón Comunitario de de Seaside (220 Coe Avenue, Seaside).

No puede asistir en persona?
Denos sus comentarios a través del internet, por correo o por correo electrónico.

www.ambag.org

info@ambag.org

AMBAG; PO Box 2453; Seaside, CA 93955



TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC Staff
REGARDING: Regional Disadvantaged Community Definition

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on the regional definition of disadvantaged communities, included in the draft 2040 Regional Transportation Plan (RTP) and 2040 Metropolitan Transportation Plan (MTP).

BACKGROUND

Several state grant programs target at least a portion of available funds for investment in communities that are considered disadvantaged for one reason or another. This includes funding from the state's cap-and-trade program, which was authorized by the California Global Warming Solutions Act (AB32) for programs that reduce emissions of greenhouse gases, the California Transportation Commission's Active Transportation Program (ATP), and several other transportation and non-transportation programs. Generally the goal is to improve public health, quality of life and economic opportunity in communities that are considered disproportionately burdened based on certain geographic, socio-economic, public health, and/or environmental hazard criteria.

In 2012, the Legislature passed Senate Bill 535 (de Leon), directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund (cap-and-trade) go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying disadvantaged communities for those cap-and-trade funds, which resulted in the California Communities Environmental Health Screening Tool (CalEnviroScreen).

In 2016, the Legislature passed AB 1550 (Gomez), which now requires that 25 percent of cap-and-trade funds be spent on projects located in disadvantaged communities and added a focus on investments in low-income communities and households. AB 1550 defines low-income households as those with: 1) a household income at or below 80 percent of the statewide median income, or 2) a household income at or below the threshold designated as low-income by HCD's list of 2016 State Income Limits. In Santa Cruz County, "low-income" thresholds for Santa Cruz County under AB1550 are as follows (based on 2016 income levels):

Household Size (Santa Cruz County "low-income" thresholds)							
1	2	3	4	5	6	7	8
\$56,500	\$64,550	\$72,600	\$80,650	\$87,150	\$93,600	\$100,050	\$106,500

While this AB1550 definition expands the number of areas that qualify for funding under the “disadvantaged community category”, it still only covers a few of the county’s low-income areas.

DISCUSSION

The RTC and several agencies throughout the state have repeatedly expressed concerns about the CalEnviroScreen and AB1550 screening tools, which exclude many disadvantaged populations around the state. This is in part because the CalEnviroScreen tool focuses on air pollution as a predominant indicator of disadvantaged communities, does not focus enough on criteria which impact transportation access, and cover census areas where low income households are located next to extremely high-income houses, therefore skewing results.

SB 99 (2013) specifies that at least one-quarter of Active Transportation Program (ATP) funds must benefit disadvantaged communities. In recognition that the CalEnviroScreen and AB1550 definitions are not always the most appropriate for identifying disadvantaged populations for the purpose of transportation projects and funding priorities, the California Transportation Commission (CTC) has expanded the criteria for determining if a project will benefit, while avoiding substantial burdens on, a disadvantaged community. This includes areas where the median household income is less than 80% of the statewide median; where 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program; projects located within Federally Recognized Tribal Lands; OR projects in areas that meet a regional definition of disadvantaged communities that is adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) by an Metropolitan Planning Organization (AMBAG) or Regional Transportation Planning Agency (SCCRTC). Any regional definition must document a robust public outreach process that includes the input of community stakeholders and be stratified based on severity. Justification for a regional definition must be submitted to the California Transportation Commission (CTC) in order to be used in ATP applications which are expected to be due to the CTC in June 2018. It is the intent of the CTC that if a region elects to adopt a regional definition of disadvantaged communities that this definition will be used for the region’s broader planning purposes rather than only for Active Transportation Program grant funding.

The draft 2040 Regional Transportation Plan (RTP) for Santa Cruz County and Association of Monterey Bay Area Governments’ (AMBAG) Metropolitan Transportation Plan (MTP) include a regional definition of disadvantaged communities as census tracts where: 1. greater than 65% of the total population is non-white; 2. greater than 65% of households are low-income, earning less than \$75,000/year; or 3. greater than 20% of households earned less than \$25,000/year (poverty-level). These definitions were initially developed by AMBAG for the Monterey Bay region in the 2035 Metropolitan Transportation Plan- Sustainable Communities Strategy. Attachment 1 is a map of areas in Santa Cruz County that meet this regional definition. Attachment 2 is a map of areas that meet the CalEnviroScreen or AB1550 definitions.

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input or affirm support for this regional definition, to be included in the final 2040 RTP. RTC will provide the adopted regional definition to the California Transportation

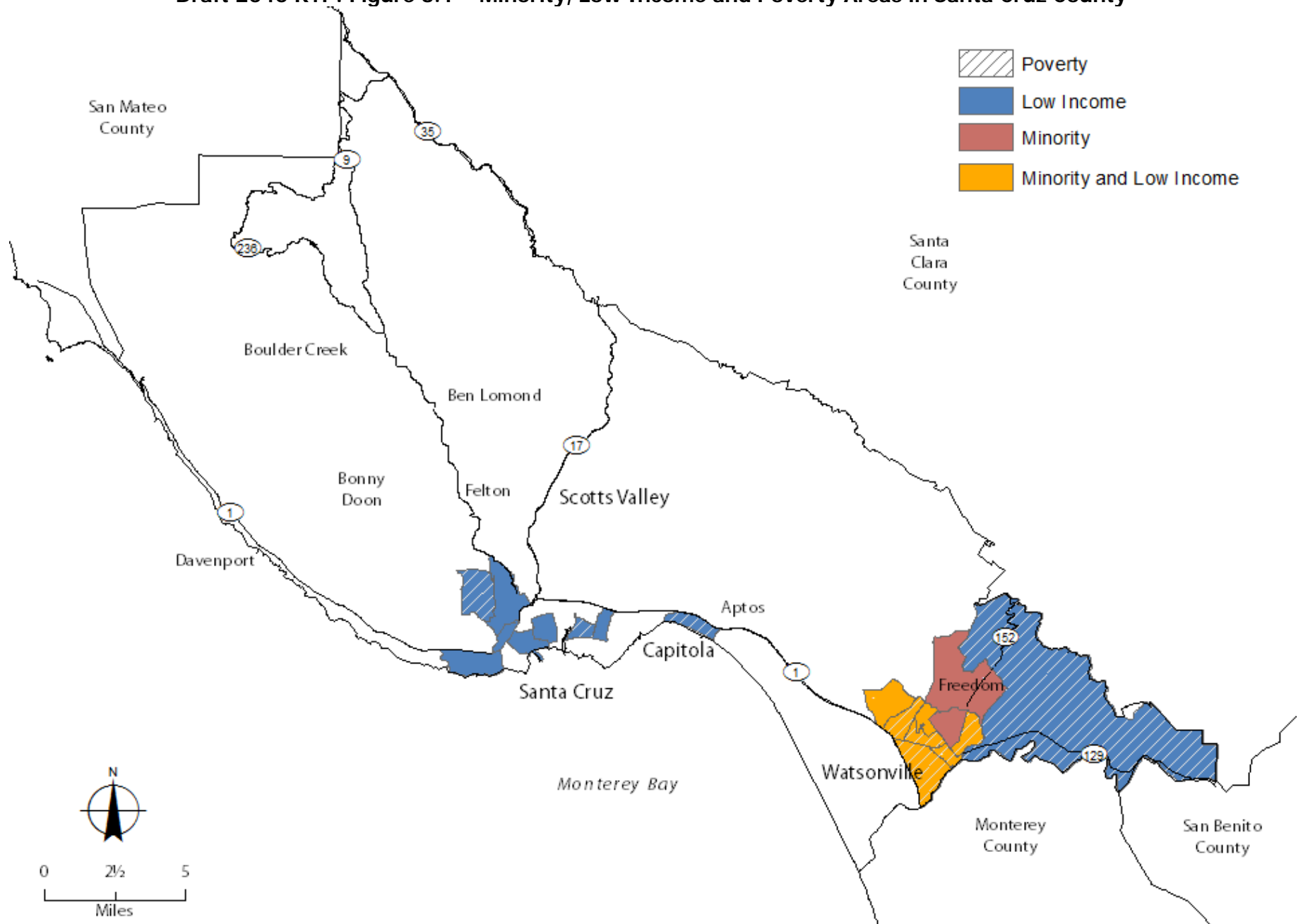
Commission (CTC) for the purpose of the Cycle 4 Active Transportation Program (ATP) in advance of the CTC's June deadline.

SUMMARY

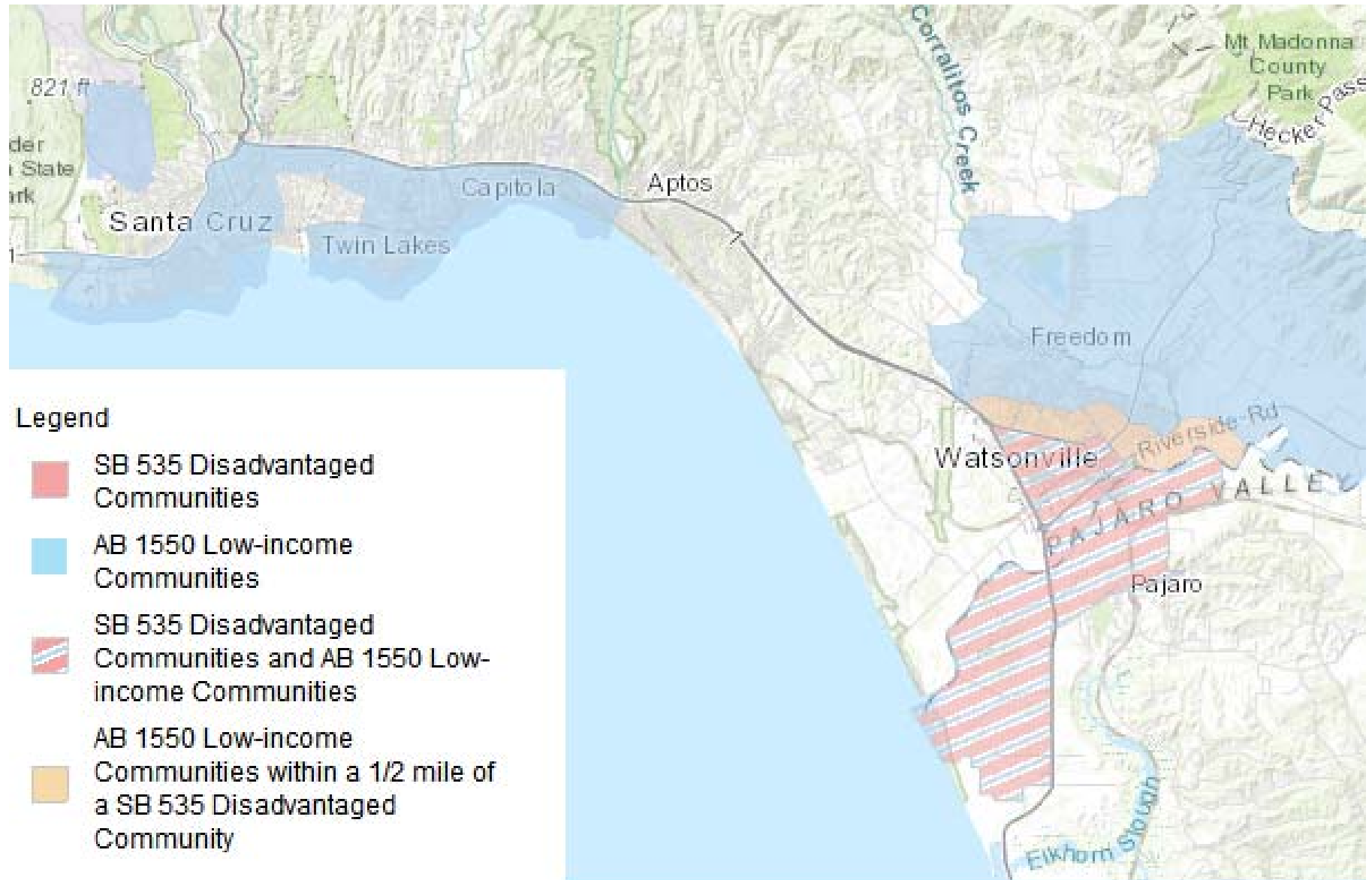
Several state funding programs target some of the available funding for projects in or serving "disadvantaged communities." While some programs target available funds to state-defined disadvantaged communities, for the ATP and some other programs, a regional definition may be used. Staff is seeking input from ITAC on the regional definition which is included in the draft Regional Transportation Plan (RTP) and Metropolitan Transportation Plan (MTP).

s:\itac\2018\jan2018\dacdefinition2040rtp.docx

Draft 2040 RTP: Figure 3.1 – Minority, Low Income and Poverty Areas in Santa Cruz County



CalEnviroScreen 3.0
Disadvantaged and Low-income Community Map





MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Paul Hierling, Senior Planner

SUBJECT: Fixing America's Surface Transportation Performance Management Requirements and Target Setting

MEETING DATE: January 18, 2018

RECOMMENDATION:

Receive information regarding federal requirements for transportation performance management and target setting.

BACKGROUND/DISCUSSION:

The federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012, included provisions for the establishment of a new performance and outcome-based program, which includes national performance goals for the federal-aid highway program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Signed into law on December 5, 2015, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's overall performance management approach and establishes nationally consistent metrics. In May 2016, the FTA and FHWA issued *The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule* (23 CFR 450, 771, and 49 CFR 613) which directs States and MPOs to coordinate their respective targets with each other to ensure consistency to the maximum extent practicable.

The U.S. Department of Transportation has issued several rules that establish a set of performance measures. These rules require Metropolitan Planning Organizations (MPOs) to adopt statewide targets set by Caltrans for each of the performance measures or establish MPO regional targets. This report provides an overview of the performance management target setting process for safety, bridge and pavement condition, system performance, freight system reliability, congestion mitigation and air quality improvement. Safety targets must be approved by AMBAG by February 27, 2018 and included in the 2040 MTP/SCS by June 2018. Due to the time sensitivity of safety target setting process, safety measures are the focus of this report. Other performance targets must be approved by AMBAG in November 2018. Staff will bring additional informational items to the Board on these other measures in spring 2018.

Caltrans has led a multi-agency effort to develop statewide safety performance targets, including the Federal Highway Administration (FHWA), National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, MPOs and other stakeholders. AMBAG is required by Federal law to adopt statewide targets or establish regional performance targets. Staff will coordinate with our local Regional Transportation Planning Agencies (RTPAs) and AMBAG's Board of Directors on how best to set these targets.

FHWA has issued three rules related to performance management:

1. Performance Management 1 (PM 1) focuses on safety.
2. Performance Management 2 (PM 2) focuses on pavement and bridge condition.
3. Performance Management 3 (PM 3) focuses on reliable travel for people and freight, travel delay, mode share and emissions reductions.

PM 1 Rule: Safety

The Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires data reporting of the five-year rolling averages for: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT and (5) number of non-motorized fatalities and non-motorized serious injuries. This safety performance measures data is currently collected and reported on by local law enforcement.

PM 1 - Target Setting

Caltrans is required to establish statewide targets for each of these performance measures. Caltrans coordinated with MPOs on the establishment of the state targets for more than a year. On June 22, 2017 Caltrans shared proposed state safety targets which call for a reduction in fatalities and serious injuries that reflect aspirational goals of "toward zero deaths." Final statewide targets were established on August 31, 2017 and will be updated annually as needed. Below is the table of final PM 1 safety targets:

PM Safety Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3590.8	-7.69%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029	-7.69%
Number of Serious Injuries	SWITRS	12,823.4	-1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.831	-1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	-10%

AMBAG is required to establish regional PM 1 safety targets by February 27, 2018 (within 180 days after Caltrans establishes the statewide targets). MPOs can either select to support the state targets or develop region specific MPO targets. AMBAG staff has evaluated the

fatality and serious injury data for the Monterey Bay Area included in the California HSIP annual report and will discuss target options in coordination with our regional transportation agency partners and AMBAG Board of Directors this winter. Based on data analysis, staff recommends that AMBAG support the state's targets for PM 1. The PM 1 safety targets will be included in the final 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) before final adoption in June 2018. PM 2 bridge and pavement targets, and PM 3 system performance and air quality targets will not be available until after the MTP/SCS is finalized and will be included in the next update to the MTP/SCS.

A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met, or the outcome for the performance measures is better than the baseline performance the year prior to the target year. Each year that FHWA determines that a state has not made significant progress toward meeting its performance targets, the state will not be able to use HSIP funding for non-safety projects and will be required to obligate all baseline HSIP funding to safety capital projects. Caltrans awards HSIP funds to local jurisdictions to construct a wide array of safety improvement projects to correct or improve a hazardous road feature or to address highway safety problems, including intersection safety, shoulder widening, traffic calming, and bicycle/pedestrian safety. Attachment 1 provides additional information on PM 1 target setting.

Performance Measure 2 (PM 2): Bridge and Pavement Performance Measures

The PM 2 rule focuses on two areas: pavement condition on the Interstate System and on the non-Interstate National Highway System (NHS), and bridge condition on the NHS. Caltrans, in cooperation with jurisdictional partners, is in the process of identifying draft targets and must establish statewide targets by May 20, 2018. MPOs have the option of accepting the statewide targets or developing quantifiable regional targets by November 20, 2018. Staff will return to the Board with more information on the target setting process in spring 2018.

Performance Measure 3 (PM 3): System Performance, Freight System, and Congestion Mitigation and Air Quality Improvement Program

The System Performance, Freight System, and Congestion Mitigation and Air Quality Improvement Program rule contains performance measures which measure travel reliability for persons and freight, congestion, non-single occupant vehicle travel and emissions reductions. Caltrans, in cooperation with jurisdictional partners, is in the process of identifying draft targets and must establish statewide targets for PM 3 no later than May 20, 2018. MPOs have the option of accepting the statewide target or developing their own quantifiable targets by November 20, 2018. Staff will return to the Board with more information on the target setting process in spring 2018.

Next Steps

AMBAG staff is continuing to discuss safety target options for PM 1 with the RTPAs Technical Advisory Committees, Planning Directors Forum and the Board of Directors this winter. A final recommendation will be brought to the AMBAG Board for approval in February 2018.

AMBAG is coordinating with Caltrans on statewide target setting for PM 2 and PM 3 throughout 2018. Staff will continue to coordinate with our regional partners and the Board of Directors regarding future work on the performance management rules, including target setting, data collection and reporting.

ALTERNATIVES:

None.

FINANCIAL IMPACT:

This work on performance management is budgeted and funded in the FY 2017/18 Overall Work Program as Work Element 610. There are currently no direct funding repercussions to an MPO or RTPA if targets are not met.

COORDINATION:

This report prepared in cooperation with Caltrans, FHWA and other MPOs in the state.

ATTACHMENTS:

1. California's Q&A Regarding Target Setting for Safety Performance Management
(Prepared by Caltrans)

CALIFORNIA'S QUESTIONS REGARDING TARGET SETTING FOR SAFETY PERFORMANCE MANAGEMENT

Question: Does FHWA's determination of meeting or making significant progress toward meeting performance targets apply only to States, or to both States and MPOs?

The met or made significant progress determination applies only to State DOT targets for the following safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and the number of non-motorized fatalities and non-motorized serious injuries

Question: Most FHWA hypotheticals (see attached "FHWA Target Assessment Significant Progress Determination Slide") assume a situation where a State or MPO sets its performance targets lower than its baseline performance (or the performance target is "better" than baseline performance, e.g., the performance target for Number of Fatalities is lower than the baseline performance). Can a State or MPO set a performance target that is higher than the baseline performance?

The Safety Performance Management regulation allows for a State and MPO to set any numerical target the State and MPO deems appropriate, even an increasing target. Targets should be data-driven, realistic and achievable.

Question: In a situation where a State or MPO has set a performance target higher than baseline performance, if a State's or MPO's actual performance is better than its performance targets (I believe four out of five), but worse than the baseline performance, will the State or MPO have met or made significant progress toward meeting its targets?

Met or made significant progress applies to a State DOT targets only. If actual performance for a performance measure is equal to or less than the target, the target has been met. If a target is met, FHWA does not look at baseline performance.

Question: How will FHWA evaluate/assess whether MPOs have met or made significant progress toward meeting their safety targets?

As part of oversight of the planning process, FHWA will review how MPOs are addressing their targets or assisting the State in addressing its targets during TMA Certification Reviews, when FHWA reviews the TIPs and STIPs. FHWA will also review how MPO targets are achieved during the Federal Planning Finding associated with the approval of the STIP.

Question: What specific actions will FHWA take if MPOs have not met or made significant progress toward meeting their safety targets?

Met or made significant progress determination applies to State DOTs not MPOs.

Question: Will FHWA hold States accountable for not meeting or making significant progress toward meeting their optional urbanized area or non-urbanized area safety targets?

The optional urbanized area(s) and non-urbanized area targets are not included in the assessment of whether a State has met or made significant progress toward meeting its safety targets.

If a State elects to establish optional urbanized area targets and/or an optional non-urbanized area target, the choice to do so will not be a factor in the significant progress determination.

Question: Does FHWA need to approve (or formally accept) State or MPO performance targets? If so, what criteria would FHWA use to approve or accept (or alternatively to not approve or accept) State or MPO performance targets?

FHWA does not approve State DOT or MPO targets. States and MPOs have the flexibility to establish targets they deem most appropriate. The State DOT reports their targets to FHWA in the HSIP report. MPO targets are reported to the State DOT and made available to FHWA, upon request.

Question: Would you please provide a list of documents that States and MPOs must include performance targets in and the deadlines for performance targets to be incorporated in these documents?

The 2018 – 2019 HSIP Safety Performance Targets Timeline includes deadlines and documents where safety targets must be incorporated in <http://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Questions for Caltrans (Posed by SANDAG)-These questions were directed to Caltrans, FHWA has provided responses as if FHWA was being asked the questions below:

Question: How will Caltrans apply the tools referenced in the final rule (e.g. FARS) to carry out the five safety targets?

FHWA does not specify any data source that must be used by a State or MPO when establishing safety targets. The data sources listed in the final rule will be used by FHWA to evaluate whether each State met or made significant progress toward meeting safety targets.

Question: How will Caltrans derive the VMT values that are a factor in all safety targets?

FHWA will use VMT data from the Highway Performance Management System (HPMS) when determining whether a State met or made significant progress toward meeting its targets. If an MPO decides to establish numerical targets for the rate of fatalities or rate of serious injuries performance measures, the MPO must report the VMT estimate used for such targets and the methodology used to develop the estimate.

Question: The regulations seem to incentivize setting the target higher than the last data point on the five year rolling average. It appears that if you set your target higher than the last data point and meet or beat your target, you do not run the risk of having to redirect HSIP funds and develop a plan to meet the targets. However, if you set your target below the last five year rolling average data point, the target become irrelevant as the penalty would be based on the last data point instead of your target. If this is correct, after analyzing all of the relevant data and anticipated projections, why would the risk of penalty be increased for a bold target below the baseline?

FHWA expects that the safety performance measures will help State DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. While States and MPOs should establish the targets they deem appropriate, the performance measures system is an

important step in measuring and holding accountable transportation agencies as they work toward the goal of significantly reducing traffic fatalities and serious injuries on all public roads.

The regulation requires States and MPOs to establish targets and, consistent with the authorizing statute, holds States accountable for not meeting those targets. The authorizing statute, however, also allows FHWA to determine whether a State has “made significant progress toward meeting” targets. After careful consideration of the public comment on the proposed rulemaking, FHWA included in the final regulation the option for States that do not meet a target to be considered as having made significant progress if the outcome for that performance measure is better than the State's performance for the year prior to the year in which target was established (*i.e.*, baseline safety performance). This option acknowledges States that have achieved safety improvement, even if the target was not met. For States where safety performance trends are decreasing, this option encourages States to establish aggressive targets.

Question: If the SHSP targets were developed previously and the new data shows a clear trend that those targets will not be met, can the annual agreed upon performance measures in the HSP and HSIP then differ from the SHSP and not correlate?

The safety performance measures must be consistent across the SHSP and HSIP/HSP, but not the targets as the time periods are different, *i.e.*, 5 years for the SHSP versus 1 year for the HSIP/HSP. It is our hope that agencies that participate in setting the SHSP targets are the same that participate in setting the HSIP/HSP annual targets. In California we are doing this. The state can also use the same methodology for setting the annual targets as was used in setting the SHSP targets. This may or may not be helpful or even possible. What California has done to date with target setting is in compliance with the final rules.

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: 2018 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) identify State or Federal legislative issues the Regional Transportation Commission (RTC) should consider, pursue or monitor in 2018.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County. Working with other transportation entities and its legislative assistants, RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Following committee review of the draft legislative program, the RTC will consider adopting State and Federal Legislative Programs for 2018 in February. **Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on the discussion draft legislative priorities (Attachment 1) and identify any additional issues that the RTC should consider, monitor or pursue in 2018.**

In 2017, the California Legislature and Governor Brown approved the Road Repair and Accountability Act of 2017 (Senate Bill 1), providing the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 makes new state revenues available for transportation investments across all modes of transportation, including formula funds for two transit programs. Unfortunately, these new SB1 revenues have been threatened and a repeal of SB 1 may be on the state ballot later this year. Given the significance of these new funds for addressing the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County, the 2018 legislative program includes support of efforts that firewall and preserve these and other funds for transportation.

SUMMARY

Committee members are encouraged to suggest items for the RTC to consider for its 2018 Legislative Program.

Attachment 1: Draft 2018 Legislative Programs



Transportation Funding

- **Protect Transportation Funding:** Preserve funding for transportation projects, support the constitutional protection of transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
 - Senate Bill 1 (SB1) restored funding for transportation that will allow the state, regions, and local jurisdictions to improve transportation for all Californians. SB 1 improves the condition of local streets and roads and the state highway system, supports public transit systems and implements bicycle and pedestrian improvement projects across the region. **Support constitutional protections of SB1 and other transportation funding from diversion and oppose any repeal efforts.** Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County.
 - Protect all current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), transit, and regional funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration on impact of online sales on TDA-LTF and local sales tax measures – audit will be released next week – might need to get BOE to modify how tax instituted; instead of receipts going where purchased, seem to be going to county/state where funds are distributed.
- **Ensure Fair Distribution of Funding:**
 - Ensure state and federal funds are available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multi-modal projects in Santa Cruz County that address local and regional priorities.
 - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based.
 - **State Transportation Improvement Program (STIP):** Restore State Transportation Improvement Program (STIP) county-shares and ensure equitable programming and allocation

of STIP funds. Over \$9 million in past county shares still need to be restored to the Santa Cruz County region.

- **“Disadvantaged Communities” Definition:** Broaden the definition of “disadvantaged communities” (DACs) in order to ensure that projects that benefit low-income and other transportation disadvantaged residents of Santa Cruz County are not excluded from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation.
- **Increase State Funding for All Transportation Modes:** Support measures that increase funding for and support implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, active transportation bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets
 - **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.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. *(SB83 cleanup)*
 - **Lower Vote Threshold:** Support efforts to amend the California 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.
 - **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations
 - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County
 - Ensure continued funding of low and zero emission bus deployment.
 - **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation



For more information contact the RTC at 831-460-3200; info@sccrtc.org;
1523 Pacific Ave., Santa Cruz, CA 95060

- Transit projects
- Santa Cruz Branch Rail Line
- Bicycle and Pedestrian facilities, including the Monterey Bay

Sanctuary Scenic Trail Network
(MBSST)

Project Implementation

- **Streamlining & Expediting Project Delivery:** Support administrative and/or legislative efforts to streamline funding applications, simplify program administration and other efforts that modernize and accelerate project delivery.
 - Support the development of greater efficiencies of transportation program implementation, including eliminating any unnecessary, overly burdensome and/or duplicative mandates.
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
 - Support delegation of National Environmental Policy Act review and fund allocation responsibilities to Caltrans, environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery.
- **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing.
- **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:** Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.

Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.

- **Encroachments**
Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **Active Transportation Facilities:**
Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including laws associated with sharing the road; ensuring



For more information contact the RTC at 831-460-3200; info@sccrtc.org;
1523 Pacific Ave., Santa Cruz, CA 95060

complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian safety countermeasures; providing additional direction and consistency for accessible pedestrian design.

- **SB 743 Implementation:** Ensure SB743 (Steinberg, 2013) implementation supports infill development and expedites transportation project delivery.
- **Administrative:** Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small regional agencies.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- **Commuter Programs:** Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- **Safety:** Support legislation and programs that improve transportation safety for all users and help achieve Vision Zero —aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis. Support commercial driver, bus driver, motorist, bicyclist, safe routes to schools training and education programs which reduce collisions.
- **Shared Mobility:** Support policies that enable technological innovations to improve mobility, while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification. Support improved utility pricing for public transit fleets.





**Santa Cruz County
Regional Transportation Commission**

SCCRTC DRAFT 2018 FEDERAL Legislative Program

- **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 operations and capital projects
 - Local street and roadway preservation
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
 - 511 implementation
- **Stabilize and Increase Funding.**
 - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Support increase and index of federal fuel taxes that are available for projects in Santa Cruz County.
 - **Infrastructure Initiative:** Ensure any new infrastructure funding initiative increases transportation investments for projects in Santa Cruz County, including funding for the existing Surface Transportation Block Grant Program (STBG) and Highway Safety Improvement Program (HSIP) programs.
 - **TIGER:** Maintain the Transportation Investment Generating Economic Recovery (TIGER) grant program at or above current levels.
 - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County.
 - **Defend fiscal year 2018 and 2019 appropriations.** Ensure that Congress appropriates funding in fiscal year 2018 and fiscal year 2019 consistent with amounts authorized in the Fixing America's Surface Transportation (FAST) Act.
 - Oppose efforts to withhold federal funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from "sanctuary" jurisdictions.
- **Disaster Recovery:** Work with local and state partners to advocate for emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts.
- **Protect and expand transportation fringe benefits.** Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
- **Marketplace Fairness Act:** Allow states and local governments to collect sales taxes on out-of-state online purchases. The MFA has the prospect of increasing infrastructure funding as a result of increased revenue from Measure D and the local transit sales tax and Transportation Development Act (TDA) funds.



*For more information contact the RTC at 831-460-3200; info@sccrtc.org;
1523 Pacific Ave., Santa Cruz, CA 95060*

- **Streamline Project Delivery:**
Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
- Oppose **unfunded mandates** and support legislation that provides funding for past mandates.
- **FAST Act Implementation**
 - Support legislation and administrative strategies to implement the Fixing America's Surface Transportation Act or "FAST Act" federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that DOT implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on local projects and programs.
 - **Active Transportation:** Support continued funding for pedestrian and bicycle projects
 - **Transit:** Support increased funding for transit, continued and accelerated growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), and increase funds for Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs.
- **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.
- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation, expand eligibility for CMAQ and other funding programs to Santa Cruz County. Support funding and coordination of vehicle electrification planning and infrastructure.
- **Climate Change and Resiliency:** Strengthen federal partnership to support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening environmental hazards and meet regional climate goals.

s:\legislat\2018\draft2018legislativeprogramrtc.docx



Overview

California Department of Transportation (Caltrans) Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should lead to the programming and implementation of transportation improvement projects. The Sustainable Communities and Adaptation Planning grants are State-funded, primarily through Senate Bill 1, the Road Repair and Accountability Act of 2017. The Strategic Partnerships grants are federally-funded through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

For Fiscal Year (FY) 2018-19, Caltrans will award approximately **\$40.8 million** for the following Transportation Planning Grants:

- Sustainable Communities (\$29.5 mil)
- Strategic Partnerships (\$4.3 mil.)
- Adaptation Planning (\$7 mil.)

NOTE: These grants are for transportation related planning, not for development of environmental documents, construction, or other ineligible activities identified in the grant application guides.

Key Dates

Application Release:
January 5, 2018

Applications Due via Email:
February 23, 2018 at 5:00 PM

**Sustainable Communities &
Strategic Partnerships Submissions:**
Regional.Planning.Grants@dot.ca.gov

Adaptation Planning Submissions:
Adaptation.Planning.Grants@dot.ca.gov

Hard copies will not be accepted.

Grant Announcements:
May 2018

For more information,
including eligible applicants, grant
application guides, and required
application templates,
please visit our website at:

www.dot.ca.gov/hq/tpp/grants.html

***Caltrans Provides a Safe,
Sustainable, Integrated and Efficient
Transportation System to Enhance
California's Economy and Livability.***

See also: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>



Fiscal Year 2018-19 Transportation Planning Grants

Application Deadline:
February 23, 2018 at 5:00 PM

Caltrans Division of
Transportation Planning

Sustainable Communities



Sustainable Communities grants are intended to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy, where applicable. Successful projects will also contribute to the State's greenhouse gas reduction targets, employ the goals and best practices cited in the 2017 RTP Guidelines, and address the needs of disadvantaged communities.

Metropolitan Planning Organizations (MPOs) will receive **\$12.5 million** in formula funds and an estimated **\$17 million** in competitive grants is available for the FY 2018-19 grant cycle. The program requires a **11.47 % local match**. Grants are available in amounts ranging from a minimum of **\$100,000 (\$50,000 for disadvantaged communities)** to a maximum of **\$1,000,000 (MPOs may only apply with sub-applicants for the competitive grants)**.

Example Project Types (See the Grant Application Guide for an expanded list):

- Studies that advance a community's effort to reduce transportation-related greenhouse gases
- Studies that assist transportation agencies in creating sustainable communities
- Planning for autonomous vehicles
- Complete streets or Safe routes to school plans
- Long range transportation plans for tribal governments
- Land use planning activities in coordination with a transportation project

- Studies that promote greater access between affordable housing and job centers
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health
- Transit planning studies
- Studies that address environmental justice issues in a transportation-related context

Strategic Partnerships

Strategic Partnerships grants are intended to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. New for FY 2018-19 is a transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit. Successful Strategic Partnerships will strengthen government-to-governments relationships and result in programmed improvements.

A total of **\$4.3 million** in competitive grants is available for the FY 2018-19 grant cycle. The FHWA funds (**\$1.5 million**) focus on the State highway system and require a **20% local match**. The FTA Section 5304 funds (**\$2.8 million**) focus on transit and require an **11.47% local match**. The minimum grant amount is **\$100,000** and the maximum is **\$500,000**.

Example Project Types (See the Grant Application Guide for an expanded list):

- Corridor studies and corridor preservation studies
- Planning for sustainable freight
- Statewide or interregional research or modeling tools
- Transportation demand management plans
- System investment prioritization plans
- Transit technical planning studies to optimize transit system performance

Adaptation Planning



Climate change impacts – including increased wildfires, droughts, landslides, rising sea levels, floods, severe storms, heat waves, and impacts to wildlife – are occurring already and will only become more frequent and severe. Climate change adaptation planning anticipates and prepares for climate change impacts to reduce the damage from climate change and extreme weather events. This funding is intended to support planning actions at the local and regional levels that advance climate change adaptation efforts on the transportation system.

An estimated **\$7 million** in competitive grants is available for the FY 2018-19 grant cycle. The final grant cycle in FY 2019-20 will provide an additional \$6 million. The program requires an **11.47% local match**. Grants are available in amounts ranging from a minimum of **\$100,000** to a maximum of **\$1,000,000**.

Applicants who have adaptation planning efforts underway as well as those who have not yet started adaptation work are encouraged to apply.

Example Project Types (See the Grant Application Guide for an expanded list):

- Climate vulnerability assessments
- Extreme weather event evacuation planning
- Resilience planning
- Transportation infrastructure adaptation plans
- Natural and green adaptation infrastructure planning
- Integration of transportation adaptation planning considerations into existing plans



San Luis Obispo County Bike Club members on Highway 1 at Piedras Blancas

WINTER 2018

Caltrans District 5



District Director
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

District Director's Report

A quarterly publication for our transportation partners

Highway 1 Realignment Completed

Caltrans recently completed the \$21.3 million Highway 1 Piedras Blancas project, which realigned 2.8 miles of roadway to protect from rising sea levels, storms and coastal erosion in San Luis Obispo County. The project moved Highway 1 up to 475 feet inland from its previous alignment and installed parking for trail access at both ends of the new segment. The new facility features widened shoulders near the Hearst San Simeon State Park.

All land west of the realigned highway will become state park land once restoration and mitigation work is completed on the old alignment. Over the next several years, the project will also restore and enhance 12 acres of off-site state park lands to mitigate impacts to natural areas. Caltrans also contributed \$1.4 million for State Parks to construct a 3.5-mile new segment of the California Coastal Trail. The pathway will connect the existing network of bluff-top trails north and south of the new roadway with bicycle and pedestrian accessibility.

Highway 1 is a State Scenic Route, National Scenic Byway and All-American Road on the Pacific Coast Bicycle Route. More information:

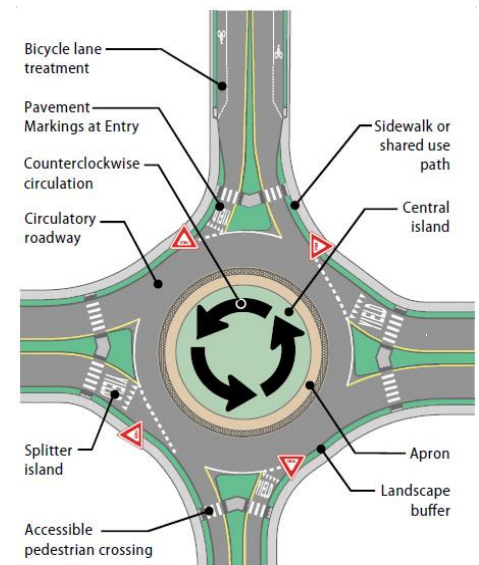
http://www.dot.ca.gov/disto5/projects/slo1_piedras/index.htm



Roundabout Benefits

So far, District 5 has implemented three roundabouts on the state highway system in Santa Barbara County and local partners are planning for more throughout the District. Roundabouts are safer, more efficient, less costly and more aesthetically appealing than conventional intersections, according to the Federal Highway Administration. They substantially reduce the types of crashes resulting in injury or loss of life—from 78 to 82 percent compared to conventional stop-controlled and signalized intersections. Safety benefits include reducing the following collision types:

- 37 percent overall
- 75 percent injury
- 90 percent fatality
- 40 percent pedestrian



Photos Source: FHWA

The likelihood and severity of collisions are reduced as travel speeds are lowered between 15 and 25 mph. The innovative improvement also features a continuous, circular flow of traffic. Motorists yield to other drivers' only before entering a roundabout; if no other vehicles are present, they continue moving. The mobile traffic helps prevent the incentive to speed up and *beat the light* as often occurs at more traditional signalized intersections. Roads entering a roundabout are gently curved to direct vehicles into the intersection and travel counterclockwise around the facility.

Continued on back

Roundabout continued

The curved roads and one-way travel eliminate the possibility for T-bone and head-on collisions. Roundabouts are adaptable to different locations and come in all shapes and sizes, including oval, teardrop, peanut and dog-bone. They feature small, simple, single-lane facilities along with larger and more complex multi-lanes. They are designed to allow pedestrians to cross one direction of traffic at a time on each leg. The fewer conflict points for vehicles and pedestrians—plus slower speeds, well-defined crossings and splitter islands—result in motorists yielding to those on foot.

At roundabouts, bicyclists have the option to either take the lane as a vehicle or pedestrian on the shared use path around the facility. Recent nationwide safety research has not yet noted any substantial problems for bicyclists. Some studies show these improvements generate significantly less air pollution from vehicles compared to a stop-controlled intersection. They are also more cost-effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of both fuel consumption and greenhouse gas emissions, and less right-of-way requirement on approaching streets. More information: http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/documents/Final_2017_CA_SHS_Roundabout_Inventory_Report_05052017.pdf



Planning Grants Produce Sustainable Communities

Caltrans recently awarded the following transportation planning grants in District 5:

Sustainable Communities:

- TAMC – Seaside and Marina Complete Streets Plan, \$361k.
- City of Guadalupe – Mobility and Revitalization Plan, \$206k.
- City of Watsonville – Complete Streets Plan, \$321k.
- Santa Cruz County Health Services Agency – Complete Streets to Schools Plan, \$367k.
- San Benito COG – Transit Network Expansion Projects for Highway 25 Congestion Relief, \$150k.

Safety Compared	
Conventional Intersection	Roundabout
High speeds	Low speeds
Little response time	Situation changes slowly / More perception-reaction time
High energy crashes	Low energy crashes
Unforgiving environment	Forgiving environment
High severity crashes	Low severity crashes
Complexity	Easier to judge gaps
Wide visual scans	Narrow visual scans

Transportation Asset Management Plan

The 2018 draft *Transportation Asset Management Plan* provides a framework for addressing performance gaps, prioritizing actions and instituting business practices streamlining asset management activities. The main goals include strengthening local, regional and state coordination and improving transportation infrastructure management through transparent information. Caltrans produced the living document through extensive statewide public outreach. It will be regularly updated with performance outcomes and consistency with the 2017 *State Highway System Management Plan's* 10-year project plan. More information: http://www.dot.ca.gov/assetmgmt/tam_plan.html



Climate Change Adaptation Planning:

- AMBAG – Central Coast Highway 1 adaptation strategies, \$360k.
- City of Carpinteria – Sea Level Rise Transportation Policy & Infrastructure Adaptation Plan, \$221k.
- Santa Ynez Band of Chumash Indians – Transportation Climate Change Vulnerability study, \$185k.
- SBCAG – Santa Barbara County Transportation Network Resiliency Assessment, \$100k.



Climate Change Vulnerability

Caltrans recently released its first *Climate Change Vulnerability Assessment* detailing potential impacts to the state highway system in the San Francisco Bay Area. This is the first of 12 studies planned to cover each Caltrans District. The online report discusses the effects of rising sea levels and higher storm surges, more frequent wildfires, changing precipitation patterns and increasing temperatures. It also provides data to address changes in planning, design, construction, operations and maintenance. Overall, the assessment seeks to guide future planning processes and investments ensuring the long-term future of the state's transportation system. District 5's assessment awaits more elevation data, and is scheduled for release in spring 2019. More information: http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr13_2.html



SB 1 provided \$25 million statewide for 2017-2018 local transportation planning grants

These successful grants were funded through the recently enacted Senate Bill 1, the Road Repair and Accountability Act, for maintaining and integrating the state's multimodal transportation system. This funding adds to the Sustainable Transportation Planning Grant Program.

Call for Projects

A call for projects is under way for the 2018/2019 Transportation Planning Grants, which include Sustainable Communities (\$29.5 million), Strategic Partnerships (\$4.3 million) and Adaptation Planning (\$7 million). Successful projects directly benefit the multimodal transportation system by improving public health, social equity, the environment and community livability. Deadline to submit applications to Caltrans is Friday, Feb. 23, 2018. Online applications, guidelines and more information: <http://www.dot.ca.gov/ITAG/January18,2018> Page 52