

Appendix C

**2040 RTP Goals, Policies and
Targets**

2040 Santa Cruz County Regional Transportation Plan Goals, Targets¹ and Policies

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.

There is a strong relationship between meeting targets and achieving access, health, economic benefit, and climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

TARGETS:

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

- 1A.** Increase the percentage of people that can travel to key destinations² within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 47 percent by 2040.³

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

- 1Bi.** Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020, 5 percent by 2035 and 6 percent by 2040 through a reduction in vehicle miles traveled and improved speed consistency.⁴
- 1Bii.** Reduce total greenhouse gas emissions from transportation by 1 percent by 2020 and 60 percent by 2040⁵ (compared to 2005) through electric vehicle use, other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.
- 1C.** Re-invest in the local economy \$5 million/year⁶ by 2020 and \$12 million/year by 2040 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.⁷

¹ Base years have been identified for most targets to allow for a comparative analysis. Base years vary by target between 2001 and 2010, depending on available data. Base years for the 2040 RTP are the same as the base years determined for the 2014 RTP.

² Key destinations consider employment and population centers, and multimodal trip destinations.

³ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 47% by 2040.

⁴ A reduction in vehicle miles traveled is based on coordinated transportation and land use planning that strives to reduce length and number of vehicle trips. These target values may change based on the requirements of the California Air Resources Board for the AMBAG region.

⁵ This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.

1Di. Improve travel time reliability⁸ for vehicle trips.⁹

1Dii. Improve multimodal network quality¹⁰ for walk and bicycle trips to and within key destinations.¹¹

Improve health by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

1E. Decrease single occupancy trip mode share by 4 percent by 2020 and by 9 percent by 2040.

1F. Increase the number of active transportation trips by 5 percent of total trips by 2020 and by 18% of total trips by 2040.¹²

POLICIES:

- 1.1 *Transportation Demand Management (TDM):* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 *Transportation Infrastructure:* Improve multimodal access to and within key destinations.
- 1.4 *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

⁶ 2012 dollars.

⁷ 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

⁸ Travel time reliability is important since being late to work, an appointment, or for a delivery has substantial repercussions for travelers and businesses. Literature from the Federal Highway Administration (FHWA) and many academic journals cite travel time reliability as a more important measure than average travel time between destinations because people must try to plan around the unpredictable nature of travel.

⁹ Qualitative target to be further developed in future planning effort.

¹⁰ Multimodal network quality for walk and bike trips considers roadway speeds, presence of bicycle and pedestrian facilities and buffers from traffic.

¹¹ Qualitative target to be further developed in future planning effort.

¹² The active transportation trip mode share for Santa Cruz County estimated from the 2012 California Household Travel Survey for all trips is 16% (10.2% walk, 2.5% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 21% by 2020 (13% Walk, 4% bike and 4% transit) and increase the active transportation mode share to 34% by 2040 (18% Walk, 9% bike and 7% transit).

GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes.

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

- 2A.** Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 60 percent by 2040.
- 2B.** Reduce total number of high collision locations.¹³

POLICIES:

- 2.1 *Safety:* Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 *Safety:* Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.
- 2.3 *Emergency Services:* Support projects that provide access to emergency services.
- 2.4 *System Design:* Reduce the potential for conflict between bicyclists, pedestrians and vehicles.

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.

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

TARGETS:

Maintain the existing system and improve the condition of transportation facilities.

- 3A.** Increase the average local road pavement condition index to 57 by 2020 and 72 by 2040.
- 3B.** Reduce the number of transportation facilities in “distressed” condition¹⁴ by 3 percent by 2020 and 5 percent by 2040.

¹³ Qualitative target to be further developed in future planning effort.

¹⁴ Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities. “Distressed” pavement has a Pavement Condition Index under 50.

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged¹⁵ due to income, age, race, disability or of limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 47% by 2040.¹⁶

3Di. Ensure transportation services are equitably distributed to all segments of the population.

3Dii. Ensure that transportation impacts do not disproportionately affect transportation-disadvantaged populations.

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.¹⁷

Increase transportation revenues.

3F. Increase the amount of transportation funding by 20% by 2020 to provide a local and reliable source of funding that can leverage larger amounts of state and federal funding.

POLICIES:

3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.

3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).

3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.

3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.

¹⁵ Transportation disadvantaged households are defined as non-white, low-income, or poverty. Transportation disadvantaged communities are defined as census tracts where greater than 65% of the total population is non-white; census tracts where greater than 65% of households are low income or poverty is defined as census tracts where greater than 20% of households are in poverty. These definitions were determined by AMBAG for the Monterey Bay region in the 2035 Metropolitan Transportation Plan- Sustainable Communities Strategy. Transportation disadvantaged communities are also defined using the CA Assembly Bill 1550 definition for census tracts that are at or below the threshold designated as low income by the California Department of Housing and Community Development's income limits.

¹⁶ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 47% by 2040.

¹⁷ Qualitative target to be further developed in future planning effort.

- 3.5 *Ecological Function*: Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 *Public Engagement*: Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.