



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

AGENDA
Thursday, November 21, 2019
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, deletions, or other changes 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 September 19, 2019 ITAC meeting – *Page 3*
6. Fixing America's Surface Transportation Performance Management Requirements and Target Setting – *Page 7*
 - a. Memorandum, Paul Hierling, AMBAG

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
 - b. Caltrans Project Updates – *Page 18*
8. Programming Regional Transportation Funds – *Page 24*
 - a. Staff report, Rachel Moriconi

9. Vancouver, B.C. Multimodal Transportation Network – *Page 29*
 - a. Staff report and presentation, Ginger Dykaar
10. District 5 Active Transportation Plan – project lists – *Page 30*
 - a. Staff report, Rachel Moriconi and Gus Alfaro
11. District 5 SHOPP WebViewer and other online tools – *Page 33*
 - a. Staff report, Rachel Moriconi
 - b. Presentation, Joe Londono and Gus Alfaro
12. Other Transportation Program Updates
 - a. Verbal updates on state, federal, Measure D, and other programs
13. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on December 19, 2019 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. ITAC 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

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

MINUTES

Thursday, September 19, 2019, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Gus Alfaro, Caltrans District 5 Planning
Teresa Buika, UCSC
Chris Schneider, Santa Cruz Public Works and Planning proxy
Murray Fontes, Watsonville Public Works and Planning proxy
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)
Daryl Jordan, Scotts Valley Public Works
Kailash Mozumder (Vice Chair), Capitola Public Works
Matt Marquez, Santa Cruz METRO
Anais Schenk, County Planning
Steve Wiesner, County Public Works

Excused Absences: Claire Fliesler, Santa Cruz Planning
Justin Meek, Watsonville Community Development

RTC Staff Present: Sarah Christensen, Rachel Moriconi, Tommy Travers

Others Present: Will Condon, AMBAG; Matt Machado, County Public Works;
John Olejnik, Caltrans District 5 Planning

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- 1. Call to Order:** Vice Chair Mozumder called the meeting to order at 1:33 p.m.
 - 2. Introductions:** Self introductions were made.
 - 3. Oral Communications:** Paul Hierling announced Will Condon is a new planner with AMBAG and may be attending future ITAC meetings on behalf of AMBAG. Rachel Moriconi reminded agencies to notify her or AMBAG if they have updates to any federally-funded projects that need to be included in the Metropolitan Transportation Improvement Program (MTIP).
 - 4. Additions, deletions, or changes to consent and regular agendas:** Item 11 regarding the statewide Active Transportation Program (ATP) was tabled to a future meeting.

CONSENT AGENDA

The Committee unanimously approved a motion (Fontes/Buika) approving the consent agenda, with all members present voting "yes".

- 5. Approved Minutes of the August 15, 2019 ITAC meeting**
- 6. Received Caltrans Project Updates**

REGULAR AGENDA

7. Status of Ongoing Transportation Projects

Caltrans – Gus Alfaro reported that the new Caltrans Director is Toks Omishakin. He announced Sustainable Transportation Planning grant opportunities and Murray Fontes reported Watsonville will be seeking a grant for a downtown plan. Mr. Alfaro also provided information on Strategic Growth Council climate change research grants, the California Transportation Commission (CTC) Transit Project Delivery workshop, and other state programs. John Olejnik reported that significant program reviews, especially focused on indirect costs, is underway. Caltrans is also updating the regional planning handbook and working to balance complete streets and other Caltrans mandates.

Capitola – Kailash Mozumder reported that the Park Avenue sidewalk project is underway; Clares St. traffic calming project is scheduled to start construction in Spring 2020; the 41st Avenue adaptive signal lights project – coordinating traffic signals on 41st Ave, through Highway 1, to Soquel Village is moving forward with AB2766 grants to the city and County. He also provided updates on the Brommer St. complete streets infill project (38th Ave to 41st Ave). Design work continues on the rail trail near City Hall. The city is seeking emergency funds for Park Avenue storm damage repairs through Caltrans.

UCSC – Teresa Buika reported that the Great Meadow Bicycle Path project is in design, with construction scheduled for summer 2020. The East Remote Parking Lot project is expected to complete construction in early 2020.

Scotts Valley - Daryl Jordan reported that bids have been received for the Glenwood Preserve Trails project, with construction Glenwood Road rehabilitation and bicycle lanes also expected to start construction soon.

AMBAG – Paul Hierling reported that AMBAG is working on regional growth forecast updates.

SCMTD – Matt Marquez reported that METRO has received and is testing new RSTPX-funded buses. EV bus infrastructure projects are starting soon. METRO has also been working on Pacific Station design and mobile ticketing/eco bus passes, starting with Highway 17 Express routes.

County Public Works – Steve Wiesner reported that the County is planning to install a traffic signal at Robertson St. and Soquel Dr. Construction continues on storm damage repairs countywide, with the County working with FHWA to get extensions to federal reimbursement deadlines. The Redwood Road Bridge project and Capitola Road at Soquel Dr. roadway repair projects are wrapping up. The County is starting repairs on Sumner Road and Capitola Road at Leona Creek. Design is 90% complete on the Soquel Drive/Aptos Creek Road signal, with the project expected to go to bid this fall or early winter. Matt Machado reported that the County plans to start pre-construction work on the Mar Vista Bicycle/Pedestrian Bridge over Highway 1 and Monterey Bay Sanctuary Scenic Trail Network (MBSST) trails between Live Oak and Aptos this fall.

County Planning – Anais Schenk reported that the County continues work on the General Plan update and SB743 implementation and model updates to estimate vehicle miles traveled (VMT).

Watsonville – Murray Fontes reported that the City of Watsonville is working on complete streets and safe routes to schools plans. Green bicycle lanes and Green Valley Road Reconstruction projects are starting construction soon. In October, the California Transportation Commission (CTC) will consider changing which portion of Segment 18 of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) is constructed with Active Transportation Program (ATP) funds.

Santa Cruz – Chris Schneiter reported that the City of Santa Cruz awarded a contract for safe routes to schools projects, with construction to start in a few months. Bids were opened for construction of Segment 7, phase 1 of the Monterey Bay Sanctuary Scenic Trail Network (MBSST).

RTC – Rachel Moriconi reported that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) has several openings. At its September 5, 2019 meeting, the RTC approved amendments to the Regional Transportation Improvement Program (RTIP) for several projects, as requested by project sponsors and the RTC approved the process for programming new Regional Surface Transportation Program Exchange (RSTPX), State Transit Assistance (STA), State Transportation Improvement Program (STIP), Local Partnership Program (LPP) and Highway Infrastructure Program (HIP) funds this year. Project information is due from project sponsors on October 21, 2019. Ms. Moriconi also announced that Joanna Edmonds is leaving the RTC for the City of Santa Cruz and Cory Caletti will be retiring from the RTC this year. Tommy Travers reported that bicycle route signage has been installed in unincorporated areas of the County, Santa Cruz, Scotts Valley, and on Caltrans facilities. Installation of signage in Capitola and Watsonville is expected to be completed over the next several months.

8. Highway 1 Corridor Investment Program Updates

Sarah Christensen reported on Highway 1 corridor projects. She requested that agencies contact her if they would like to review aesthetic treatment options for the Chanticleer bicycle/pedestrian overcrossing. A community meeting is scheduled in October to review the design options. Design of the 41st Avenue to Soquel Drive auxiliary lanes, bus on shoulders, and Chanticleer bike/ped bridge project is at 95%. The RTC plans to seek SB1 grants for construction. The RTC has started environmental review and preliminary design work on the Highway 1 Bay-Porter to State Park Drive Auxiliary Lanes and Bus on Shoulders project. The County of Santa Cruz is now taking the lead on the Highway 1 Mar Vista Bicycle and Pedestrian overcrossing. She appreciated Caltrans for its support integrating bus on shoulders into auxiliary lane projects. She also reported that RTC staff is planning to start pre-construction work for the next phase of auxiliary lanes between State Park Drive and Freedom Boulevard later this year.

9. State Highway Operation and Protection Program (SHOPP) Update

Gus Alfaro shared updates on planned State Highway Operation and Protection Program (SHOPP) projects. He noted that while the SHOPP is focused on maintenance of Caltrans's assets, the Department is also thinking about transit and active transportation. He

encouraged agencies to contact Caltrans if they would like to partner with Caltrans on SHOPP projects, notify Caltrans project managers of any locally funded projects that should be coordinated with planned SHOPP projects, and inform Caltrans staff if there are concerns or questions about specific projects. Matt Machado requested additional information about survey crews near Highway 1 and State Park Drive. Mr. Alfaro agreed to provide additional information on that and other projects.

10. 2022 Regional Growth Forecast and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Update

Paul Hierling reported that the AMBAG board has started work on the 2045 MTP/SCS, starting with updates to the Regional Growth Forecast (RGF). The 2045 MTP/SCS will integrate updated growth forecasts, CARB greenhouse gas reduction targets, the 2019 Public Participation Plan. AMBAG is collecting data and other information from local jurisdictions and working with a demographer to prepare employment, population and housing forecasts. AMBAG is expected to release the Notice of Preparation for the MTP/SCS Environmental Impact Report (EIR) in early 2020. AMBAG does not plan to make updates to policy goals from the 2040 MTP/SCS and is instead focused on updating specific performance measures used to evaluate each goal. Beginning in 2020, the Regional Transportation Planning Agency (RTPA) will work with project sponsors to update transportation project lists.

Anais Schenk noted that if high quality transit along the rail corridor is included in the next RTP/MTP, it could be helpful for land use planning. She also asked AMBAG to consider making the determination on if development proposals are consistent with the Sustainable Communities Strategy (SCS) and state-defined high quality transit corridors, rather than leaving it to local jurisdictions to make the determination.

11. Statewide Active Transportation Program (ATP) Advisory Committee and Cycle 5 Updates – *Tabled to future meeting*

12. Other Transportation Program Updates

Caltrans Planning/Strategic Partnership Planning Grants – agencies were encouraged to submit draft applications to District 5 staff by 9/27 to review.

SB1 Competitive Grants – The California Transportation Commission (CTC) is updating guidelines for its Solutions for Congested Corridors, Local Partnership Program (LPP), and Trade Corridors competitive programs. Agencies with uniform developer fees are also eligible for LPP-competitive funds.

The CTC is expected to start holding workshop on Active Transportation Program (ATP) guideline updates later this year. Murray Fontes reported that Watsonville is hiring a consultant to assist with the Highway 1/Harkins Slough Rd. bicycle/pedestrian application.

13. The next meeting scheduled for October 17, 2019 was subsequently cancelled.

The meeting adjourned at 3:00 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

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MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Paul Hierling, Senior Planner

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

MEETING DATE: November 21, 2019

RECOMMENDATION: INFORMATION

Receive information regarding federal and state 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 national performance goals for the federal-aid highway program. 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 on target setting.

Caltrans has led a multi-agency effort to develop statewide safety performance targets, including MPOs, Federal Highway Administration (FHWA), National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety and other stakeholders. Safety targets must be approved by AMBAG by February 28, 2020.

Safety Performance Management Rule

The Federal Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires the state to report on 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.

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Safety Performance Management Target Setting

Caltrans is required by Federal law to establish statewide targets for safety performance measures. Updated statewide targets were established on August 31, 2019 and will be updated annually as needed. Below is the table of the Statewide 2020 safety targets:

PM Safety Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Attachment 1 provides additional information on PM 1 target setting.

Next Steps

AMBAG will approve the statewide safety measures to support achievement of the state's safety goals and to maintain compliance with the Federal Performance Management Safety rule.

FINANCIAL IMPACT:

This work on performance management is budgeted and funded in the FY 2019/20 Overall Work Program as Work Element 610. There are currently no direct funding repercussions to an MPO or Regional Transportation Planning Agency (RTPA) if the statewide targets are not met.

ATTACHMENT:

1. Safety Performance Management Targets for 2020 (Prepared by Caltrans)

Attachment 1: Safety Performance Management Targets for 2020

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2020	Percent Reduction for 2020
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is "a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads" (SHSP, 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]" (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: 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. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

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 measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

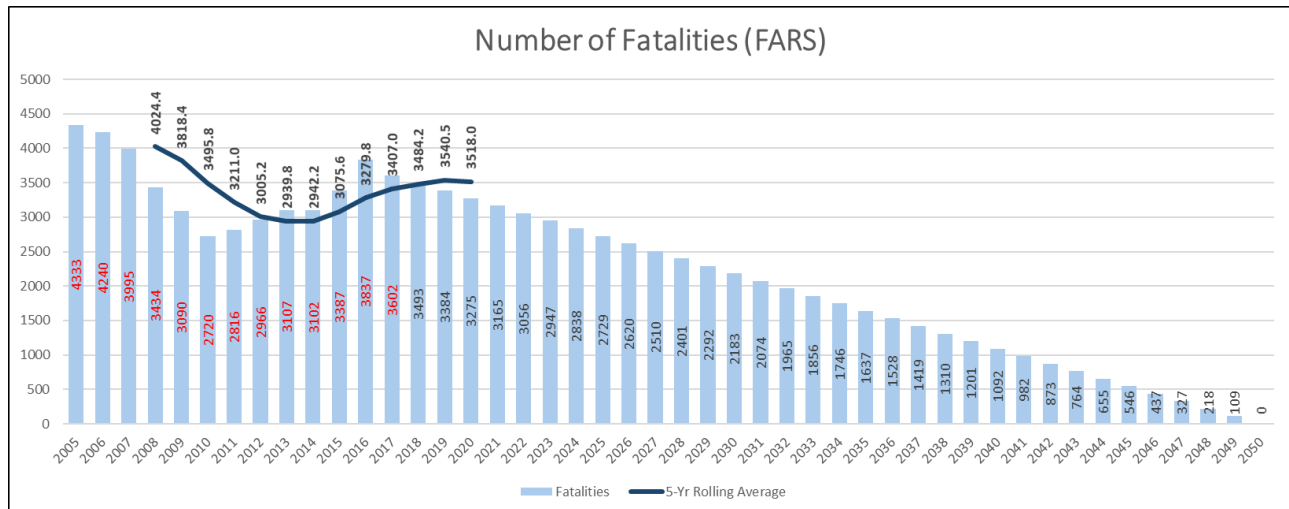
There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set "empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions' previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes" (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

The Number of Fatalities

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.

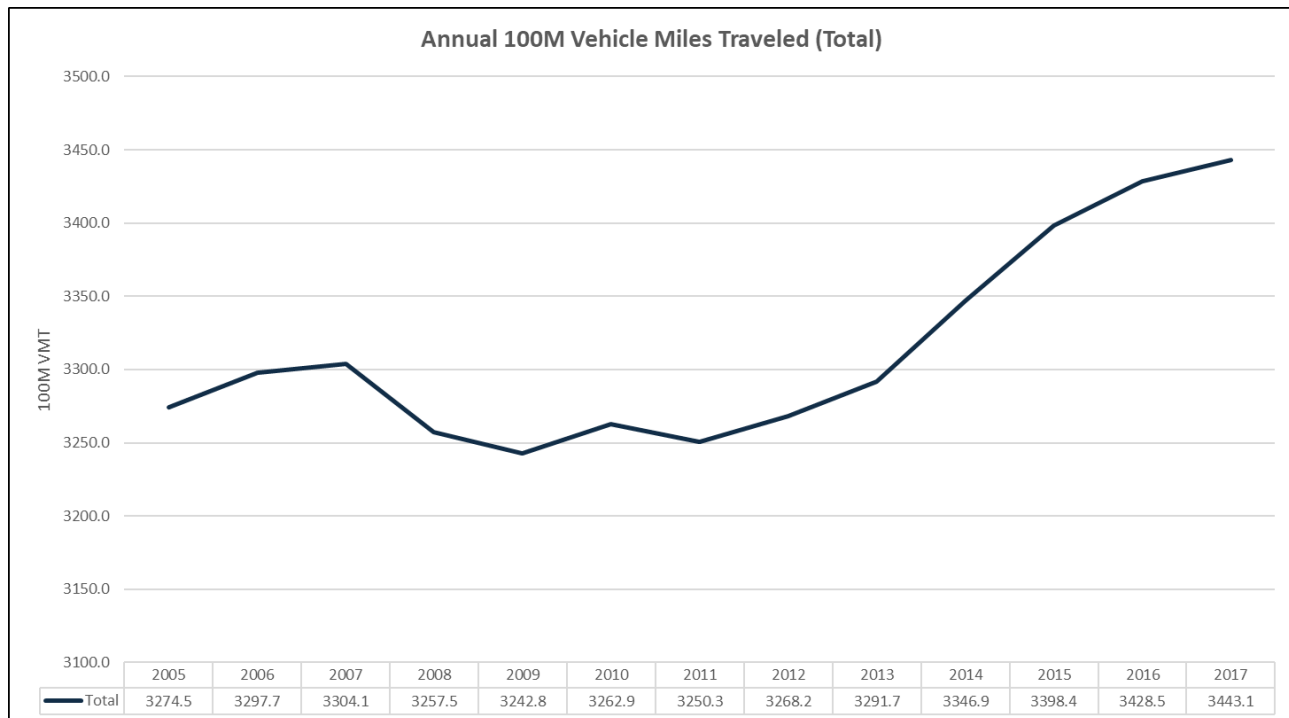
FIGURE 2: THE NUMBER OF FATALITIES



Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

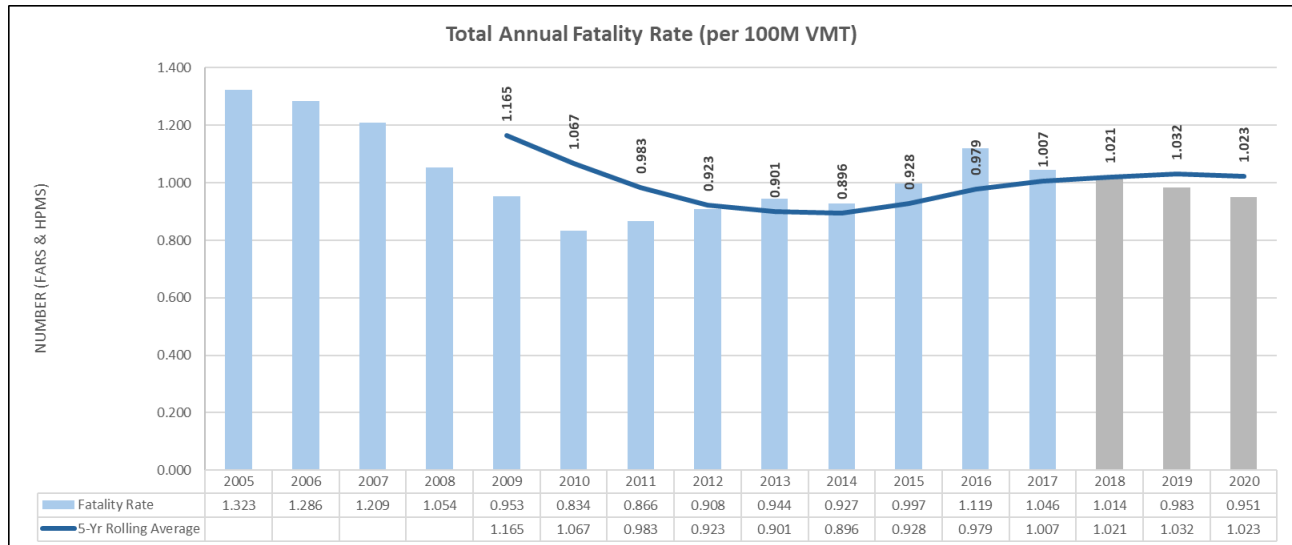
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES



The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target from 2017 to 2020. Caltrans seeks to achieve this goal by December 2049.

FIGURE 4. THE FATALITY RATE



The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

The Number of Serious Injuries

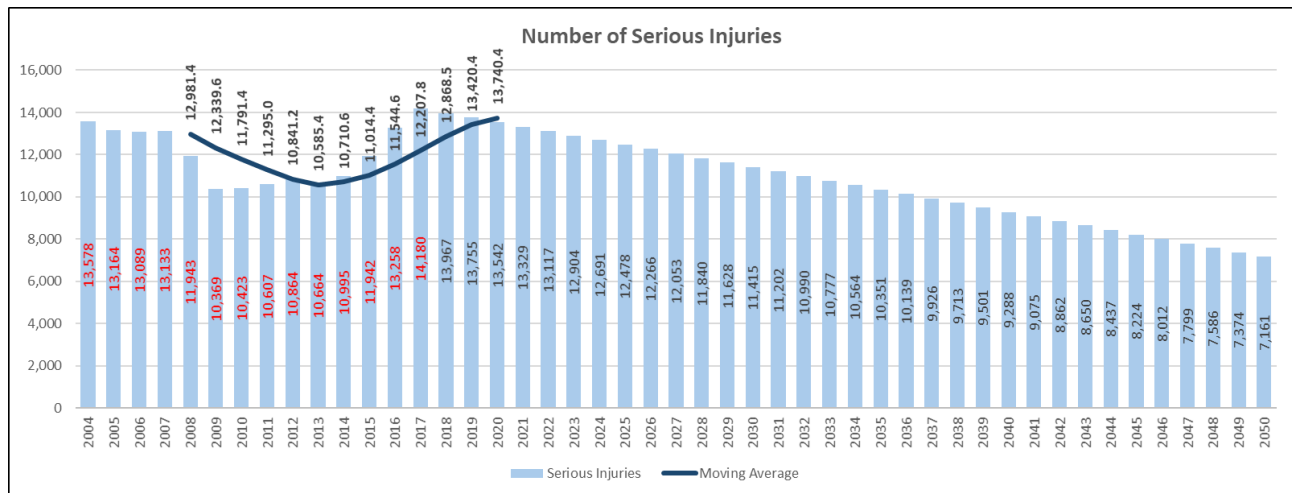
The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to “A” in the KABCO Scale and the corresponding value in the SWITRS database is coded as “2”. This is explained in Table 2 (below).

TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

KABCO Definition (FHWA)	SWITRS Definition (CHP)
K: Fatal Serious Injury	1: Fatal
A: Serious Injury	2: Injury (Severe)
B: Minor Injury	3: Injury (Other Visible)
C: Possible Injury	4: Injury (Complaint of Pain)
O: Property Damage Only	5: Property Damage Only

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.

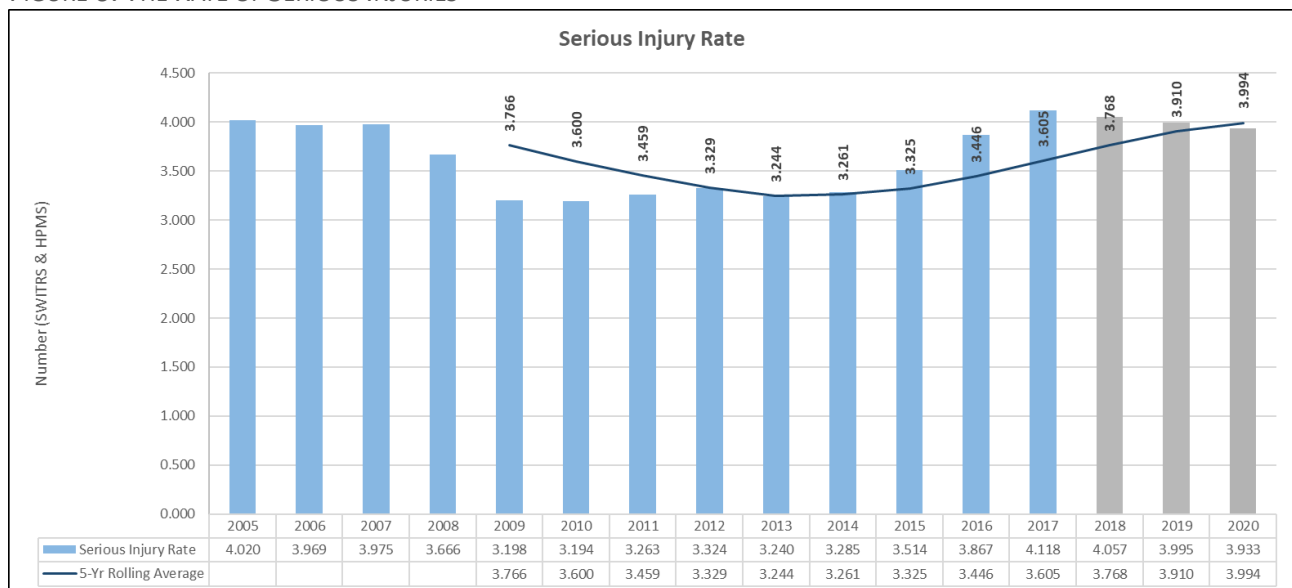
FIGURE 5. THE NUMBER OF SERIOUS INJURIES



The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a “vision” based or “aspirational” target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

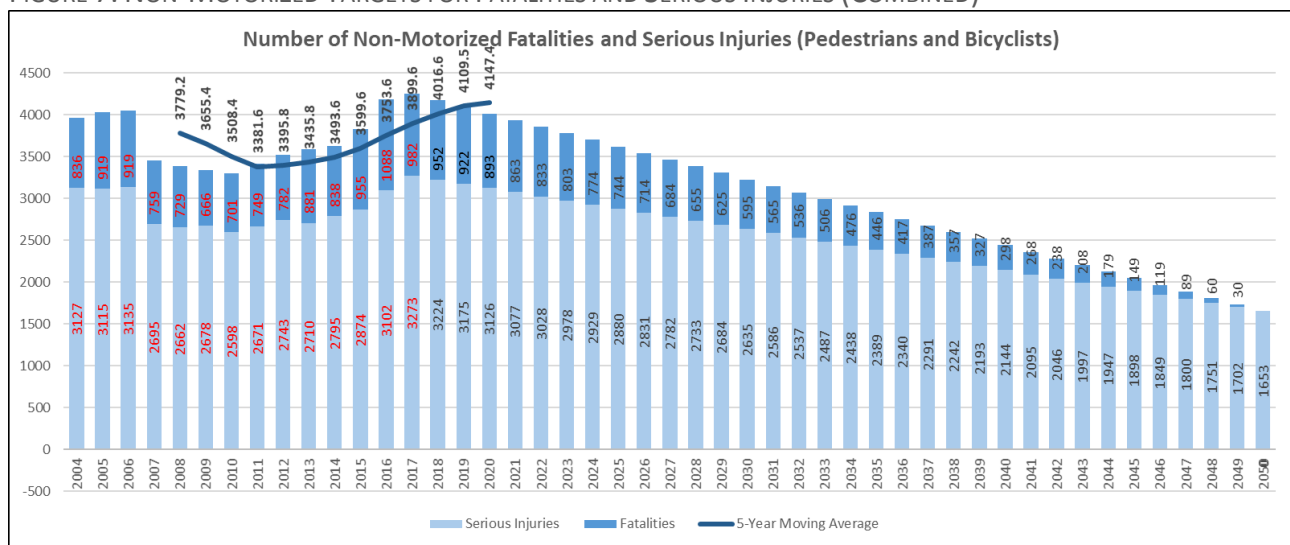
FIGURE 6. THE RATE OF SERIOUS INJURIES



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)



Summary

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO's, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: <http://www.dot.ca.gov/trafficops/shsp/>. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

APPENDIX A: Safety Performance Management Target Setting Outreach Efforts

Background:

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

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
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Important Dates/Deadlines:

The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

Engagement Timeline:

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target

line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

Contacts:

Srikanth Balasubramanian

Phone: (916) 651-9377

Email: balasubramanian@dot.ca.gov

Thomas Schriber

Phone: (916) 654-7138

Email: thomas.schriber@dot.ca.gov



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 7, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barri er rail/Bridge	June 2, 2019 – May 2020	\$19 million	SHOPP	Luis Duazo	Granite Construction Company Watsonville, CA	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. Construction is underway and scheduled for completion in May 2020.
2.	Highway 9 Spring Creek Road Soldier Pile Wall (1K140)	Near Boulder Creek at Spring Creek Road (PM 15)	Construct Soldier pile wall restore roadway and facilities, place water pollution control BMPs, erosion control	Summer 2019	\$2.8 million	SHOPP	Doug Hessing	Gordon N. Ball, Inc. Alamo, CA	Construction is scheduled to be completed Spring 2020
3.	Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)	North of Boulder Creek to south of SR 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	March 18, 2019	\$7.7 million	SHOPP	Doug Hessing	Granite Construction Company Watsonville, CA	Construction started March 18, 2019 and is scheduled to be completed December 2020.
4.	Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Summer 2020	\$5.7 million	SHOPP	Luis Duazo	Graniterock Company Watsonville, CA	Retaining wall construction has begun.
5.	Highway 17 Storm Water Mitigation (0Q600)	North of the Fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water improvements	Winter 2017- May 10, 2019	\$7.4 million	SHOPP	Doug Hessing	Graniterock, Watsonville, CA	Project is completed and accepted on May 10, 2019.

**PROJECTS UNDER CONSTRUCTION (Cont'd.)**

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6.	Highway 17 North Route 17 CAPM (1F760)	Scotts Valley from just north of the Granite Creek Road over- crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Spring 2019	\$19 million	SHOPP SB-1	Doug Hessing	Granite Construction Company, Watsonville, CA	Construction is underway and is scheduled to be completed November 2020.
7.	Pedestrian Signal Upgrades (1G160)	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2019	\$ 1.8 million	SHOPP	Mike Lew	Crosstown Electrical & Data, Inc	The project was awarded to Crosstown Electrical & Data, Inc and is scheduled to begin sometime this month.

PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
8.	Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PA&ED	
9.	TMS Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SHOPP SB-1	Brandy Rider	PS&E/RW	Project is in Design.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 7, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From the fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	May 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW	
11.	Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and environmental phase.
12.	SCr 9 South Drainage and Erosion Control Improvements (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Fall 2020	\$2 million	SHOPP	Doug Hessing	PS&E/RW	Project is in Design.
13.	Highway 9 PM 1.0 and 4.0 Viaduct (1K120)	Near SCr north of Vernon Street (PM 1/1)	Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
14.	SCr 9 Upper Drainage and Erosion Control Improvements (1G950)	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PA&ED	



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 7, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
15.	Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
16.	Highway 9 Hairpin Tieback (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PA&ED	Storm Damage Repair
17.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	2020	\$5.6 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.
18.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	
19.	Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Spring 2022	\$3.4 million	SHOPP	Mike Lew	PA&ED	Project is currently at 50% complete for the PA&ED stage.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 7, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
20.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152	Install Electrical / Signs / Markings / Pavement	Fall/Winter 2019	\$1.2 million	SHOPP	Ken Dostalek	PS&E	Project is at 100% PS&E. Targeting to advertise late November and approve construction contract beginning Feb. 2020. SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 6.39 (near Kirby Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street)
21.	Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	January 2019 - June 2023	\$19 million	SHOPP	Luis Duazo	PS&E/RW	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. These APS locations are being removed from 1G160
22.	Highway 236 Heart Hill Wall (1M450)	Near Boulder Creek (PM 5.4)	Install engineered fill and restore roadway	2022/2023	\$1.8 million	SHOPP	Doug Hessing	PID	Project is just kicking off PID phase.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PM	Post Mile
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 7, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Programming Regional Transportation Funds: Preliminary Staff Recommendations

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and recommend that the Regional Transportation Commission (RTC) approve projects to receive Regional Surface Transportation Program Exchange (RSTPX) funds, as summarized in [Attachment 1](#), and approve RTC regional projects to receive other state and federal formula funds, as summarized in this staff report.

BACKGROUND

Transportation projects in Santa Cruz County are funded by a combination of state, federal, and local funds. As outlined in the *Santa Cruz County Regional Transportation Plan* ([RTP](#)), the majority of revenues available for transportation projects are restricted to certain uses (e.g. transit, the State Highway Operation and Protection Program, state gas tax revenues allocated directly to cities and counties, local sales taxes). The Santa Cruz County Regional Transportation Commission (RTC) has discretion over about 5% of funds available to operate, maintain, and improve the transportation network in Santa Cruz County. These discretionary funds include regional shares of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), State Transportation Improvement Program (STIP), new SB1 Local Partnership Program-formula (LPP-f), and federal Highway Infrastructure Program (HIP) funds. On average, \$4-5 million per year in RTC-discretionary funds are available for programming.

DISCUSSION

Each funding cycle the RTC establishes a process for programming discretionary funds. In some years the RTC programs the region's discretionary funds through a consolidated competitive process. At its September 5, 2019 meeting, the RTC indicated its intent to program the region's anticipated shares of discretionary funds this cycle as summarized below. Projects sponsors were asked to submit proposals for available funds by October 21, 2019. Projects proposed for funds this cycle preserve existing transportation infrastructure and programs, improve access, traffic flow, and safety, and reduce the number of miles driven and associated air pollution and greenhouse gas emissions.

Regional Surface Transportation Program Exchange (RSTPX)

The RTC has indicated its intent to program the region's shares of RSTPX funds through FY20/21 as follows:

- \$350,000 for non-city, non-county, non-METRO entities through a competitive process
- \$200,000 to Santa Cruz METRO
- Balance of approximately \$10 million to cities and the County of Santa Cruz by population formula, with a minimum of 5% of revenues to each jurisdiction.

RSTPX funds are available for a variety of transportation projects as set forth in federal and/or state guidelines. These include various public street and highway, bicycle and pedestrian, transit, transportation system management, and transportation demand management projects. The RTC received four applications for competitive grant funds from Bike Santa Cruz County, Ecology Action (2 applications), and Trail Now. Additional time is needed for review of applications and staff will return with recommendations at the next committee meeting, with recommendations to the Commission in early 2020.

RSTPX to Local Jurisdictions and METRO

As noted above, the RTC has indicated its intent to program most of the RSTPX funds available through FY20/21 to Santa Cruz Metropolitan Transit District (METRO), Capitola, Santa Cruz, Scotts Valley, Watsonville, and the County of Santa Cruz. Estimated formula shares per agency through FY20/21 are as follows:

Agency	Estimated Share through FY20/21
Capitola	\$505,264
Scotts Valley	\$505,264
Santa Cruz	\$2,369,832
Watsonville	\$1,909,384
County of Santa Cruz	\$4,815,541
METRO	\$200,000
Total Formula RSTPX	\$10,305,285

Local jurisdictions and METRO have proposed to use their targeted shares of RSTPX funds on 17 projects, as summarized in Attachment 1. This includes adding funds to several projects that have been reviewed by RTC committees in past grant cycles. For some jurisdictions, the proposed projects are pending approval by their boards/city councils. While the RTC indicated its intent to allocate certain fund amounts to each jurisdiction, programming to specific projects is subject to RTC approval. **Staff recommends that the RTC advisory committees review and recommend that the RTC approve RSTPX funds for the local jurisdiction projects listed in Attachment 1.**

Regional Funds for Regional Projects: STIP, HIP, & LPP-f

At its September 5, 2019 meeting, the RTC indicated its intent to program regional shares of State Transportation Improvement Program (STIP), federal Highway Infrastructure Program (HIP), and Senate Bill 1 (SB1) Local Partnership Program (LPP-f) funds to Highway 1 auxiliary lane and bus on shoulder projects. Additionally, the STIP includes funding for state and federally-mandated regional planning, programming and monitoring activities (PPM). **Staff recommends that the RTC**

advisory committees recommend that the RTC approve funds for regional projects, as follows:

Project	STIP (FY20/21- 24/25)	LPP- formula (FY19/20)	HIP (FY18/19- 19/20)
Hwy 1 41 st Ave/Soquel Ave Auxiliary Lanes, Bus on Shoulders, & Chanticleer Bike/Ped Bridge: Construction	\$4,914,000		
Hwy 1 Bay/Porter to State Park Auxiliary Lanes & Bus on Shoulders: Design			\$1,639,608
Hwy 1 Freedom Blvd to State Park Auxiliary Lanes & Bus on Shoulders: Environmental		\$302,000	
Regional Planning, Programming, and Monitoring (PPM)	\$169,000		

**Table reflects new funds proposed for these projects; previously programmed funds are not shown in this table.*

Projects the RTC selects for regional shares of STIP and LPP funds are subject to concurrence from the California Transportation Commission (CTC). The RTC's STIP proposals are due to the CTC on December 15, 2019, with CTC action scheduled for March 2020. It is not uncommon for the CTC to program only some projects or to shift projects to later years than requested. While the region's target for the 2020 STIP is \$5,083,000 through FY24/25, the CTC is only required to make \$2,766,000 in STIP funds available for programming in this cycle (the county minimum).

Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2019 meetings. Staff will consider input from committees when developing final staff recommendations. Committee recommendations and final staff recommendations will be presented at the December 5, 2019 RTC board meeting. The RTC is scheduled to select projects to receive funds following a public hearing at that meeting. By November 1, staff plans to post additional information on all of the projects proposed for these new RSTPX, STIP, HIP, and LPP funds on the RTC website: <https://sccrtc.org/funding-planning/project-funding/>.

In addition to the region's formula shares of RSTPX, STIP, HIP, and LPP funds, the RTC has indicated its intent to program \$100,000 per year of regional shares of State Transit Assistance (STA) funds through FY21/22 to Community Bridges Lift Line for paratransit services, with the balance of the region's share of STA funds (approximately \$4.8 million in FY19/20) and 100% of Senate Bill 1 State of Good Repair funds (approximately \$750,000 in FY19/20) to Santa Cruz METRO. Those allocations are made as part of the Transportation Development Act (TDA) claims process. The RTC also is working with Cruz511-TDM-Ride Amigos implementation workgroup (which includes RTC, Ecology Action, University of California at Santa Cruz (UCSC), METRO, and local jurisdictions staff), to prepare separate recommendations for \$100,000 in Measure D designated for Transportation Demand Management (TDM) programs aimed at reducing vehicle miles traveled and increasing participation and use of the new the trip planner. The RTC will consider those recommendations, as well as recommendations for up to \$350,000 in competitive RSTPX funds, separate from this process.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds, including Regional Surface Transportation Program Exchange (RSTPX) and State Transportation Improvement Program (STIP). Staff is seeking input from advisory committees on projects proposed to receive these funds. A public hearing is scheduled for the December 5, 2019 RTC meeting, where the RTC will select projects to receive the funds.

Attachment:

1. Proposals for New RSTPX Funds

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Proposals for New RSTPX Funds (2019)

The following reflects requests from local jurisdictions for fund targets set by the RTC 9/5/19. Requests for an additional \$350k in competitive funds for non-city, non-county, non-METRO projects are still under review and will be considered separately.

Implementing Agency	Project Name	RSTPX Requested		Preliminary Staff Recommendation	Total Project Cost	Notes
		19-20	20-21			
Santa Cruz METRO	Santa Cruz METRO ParaCruz Van Replacement	\$200,000		\$200,000	\$222,000	Replace three older paratransit vehicles purchased in 2011 that have driven over 202,000 miles each well over the FTA's useful life thresholds.
City of Capitola	Citywide Pavement Management		\$505,264	\$505,264	\$1,000,000 +	Streets that have been initially identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Diamond, and Ruby Court.
City of Santa Cruz	Hwy 1/9 Intersection Modifications		\$2,000,000	\$2,000,000	\$11,846,000	The project has been through multiple public meetings and Council approvals over the last 14 years.
City of Santa Cruz	River Street Pavement Rehabilitation (Water to Potrero Street)	\$369,832		\$369,832	\$2,014,000	Recommended for approval by City Transportation and Public Works Commission.
Scotts Valley	Pavement Management		\$405,264	\$405,264	\$1,000,000 +	Identified streets include but not limited to; Bean Creek Road, Tabor Drive, Janis Way, BlueBonnet Lane, Kings Village Road.
Scotts Valley	Sidewalk Masterplan		\$100,000	\$100,000	\$2,500,000	Various locations throughout the city identified in the City's CIP plan from \$10,000 up to \$400,000 per corridor.
Watsonville	Bicycle Safety Improvements (Green Lanes)	\$179,866		\$179,866	\$654,866	Additional funding for cost increase due to high bids
Watsonville	Watsonville Rail Trail from Watsonville Slough Trailhead to Ohlone Parkway	\$600,000		\$600,000	\$1,600,000	Additional funding for cost increase due to scope change and cost escalation
Watsonville	Road Maintenance (Various Locations)		\$1,129,518	\$1,129,518	\$2,504,518	Project to be added to CIP during budget approval in spring 2020
County of Santa Cruz	Hwy 17 to Soquel Corridor Resurfacing		\$1,348,352	\$1,348,352	\$2,406,931	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Pioneer-Varni Road Resurfacing		\$1,044,662	\$1,044,662	\$1,180,009	New Project
County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Drive Sidewalks and Bike Lanes	\$400,000		\$400,000	\$3,762,000	Additional Funding to Existing Project for funding shortfalls. The County has also requested to shift \$587k previously programmed from Seaclyff Village to this project.
County of Santa Cruz	Davenport Highway 1 Crosswalk		\$125,000	\$125,000	\$141,195	New Project
County of Santa Cruz	Empire Grade Resurfacing		\$356,554	\$356,554	\$402,749	New Project
County of Santa Cruz	Hwy 152/Holohan - College Intersection		\$385,243	\$385,243	\$4,295,000	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Scotts Valley Area Routes Resurfacing		\$355,060	\$355,060	\$1,340,838	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Zayante Corridor Resurfacing		\$800,670	\$800,670	\$1,977,488	Additional Funding to Existing Project for funding shortfalls
				\$ 10,305,285		

AGENDA: November 21, 2019

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar, Sr Transportation Planner & Guy Preston, Executive Director

RE: Vancouver, B.C.'s Multimodal Transportation Network

FOR INFORMATION ONLY

BACKGROUND

Regional Transportation Commission staff attended the annual Rail~Volution Conference in the City of Vancouver, British Columbia, Canada from September 8-11. Rail~Volution is four days of mobile workshops and panel discussions that help to promote, plan and implement transit and transit oriented development projects. The conference helps to connect practitioners in all aspects of transit planning, implementation and housing developments including community organizations, housing advocates, transportation system operators, and government officials from around the country. Surrounded by mountains and water, Metro Vancouver consistently ranks as one of the most livable regions in the world.

DISCUSSION

Metro Vancouver's multi-modal transportation network was showcased at Rail~Volution this year. Metro Vancouver has unprecedented growth in transit ridership, transit-oriented development and investment in the transit system. Vancouver's SkyTrain is one of the world's longest automated rapid transit systems, it runs on a third rail, similar to BART, with trains almost every minute at high peak times. Half of all new development occurs around the Frequent Transit Network, with approximately 100 active projects within a block of a SkyTrain station. Presently, transit, walking and cycling account for approximately half of all trips in the City of Vancouver. Vancouver is working on a goal of increasing these trips to two-thirds of all trips by 2040. A slide show will be presented by RTC staff to show the City of Vancouver's multimodal infrastructure with emphasis on the "All Ages and Abilities" bicycling network.

SUMMARY

The 2019 Rail~Volution Conference was held in Vancouver, British Columbia. Vancouver, B.C.'s multi-modal transportation network allows for numerous options for how to get around. Transit, walking and cycling trips account for approximately half of all trips in the downtown area of Vancouver.

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TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, RTC and Gus Alfaro, Caltrans

RE: Update on Caltrans District 5 Active Transportation Plan

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive an update about the Caltrans District 5 Active Transportation Plan and forward information on planned projects that should be included in the plan to Caltrans District 5 staff.

BACKGROUND

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation Plan (See [Attachment](#): Fact Sheet). Caltrans District 5 includes the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Work on the Active Transportation Plan (AT Plan) started earlier this year, and the Plan is expected to be completed in the Spring of 2020. The plan will identify bicycle and pedestrian needs and improvements on, across and parallel to, the State Transportation System. Toole Design Group, the consulting team, developed an overarching statewide data framework and methodology for using the active transportation data.

The Caltrans AT Plan was discussed with many project sponsors at the local ATP Workgroup meeting on November 4.

DISCUSSION

Caltrans staff is working on developing a list and map of planned Active Transportation projects, with a focus on bicycle and pedestrian facilities on or connecting to state highways (e.g. Highway 1/Mission Street, Highway 9, Highway 152/Main Street-Freedom Boulevard, Highway 129). Caltrans is reviewing many local planning documents, including: The Regional Transportation Plan (RTP), Highway 9 Complete Streets Corridor Plan, Sustainable Santa Cruz County Plan, and active transportation, bicycle, and trail plans that have been adopted by cities and the County in the past.

While the Caltrans plan will include many of the projects on the state highway system that were identified in past planning efforts, in order to assist Caltrans in mapping and tracking planned projects, **Caltrans District 5 staff requests that local agencies submit project information (e.g. GIS information, project name, location, description, beginning and ending highway post miles, cost, etc) to: Audrey.Ogden@dot.ca.gov and Gustavo.Alfaro@dot.ca.gov.**

This information will be useful for the District 5 Active Transportation Plan, Spatial Library, conversations between Caltrans and local agency staff, and at State Highway Operation and Protection Program (SHOPP) Project Development Team meetings as they discuss project scope and partnering opportunities.

SUMMARY

Staff recommends that members of the ITAC assist Caltrans in developing an inventory of desired active transportation projects on the state highway system.

Attachment: Caltrans District 5 Active Transportation Plan Fact Sheet

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Caltrans District 5 Active Transportation Plan



Bike-Walk Central Coast

About:

The Caltrans District 5 Active Transportation Plan will identify bicycle and pedestrian needs and improvements on, across, and parallel to, the State Transportation System throughout California's Central Coast. Partnership with transportation stakeholders and the public will be critical to supporting a safe transportation network that encourages healthy communities. The six goals of the plan are the following:



Safety: Reduce the number, rate, and severity of bicycle involved collisions, working toward zero deaths.



Equity: Promote active transportation solutions that serve the communities within the District by improving accessibility and healthy transportation options for disadvantaged communities.



Partnerships: Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.



Multi-Modal: Reduce dependency on single occupancy vehicle travel through mode shift to bicycling, walking, and transit.

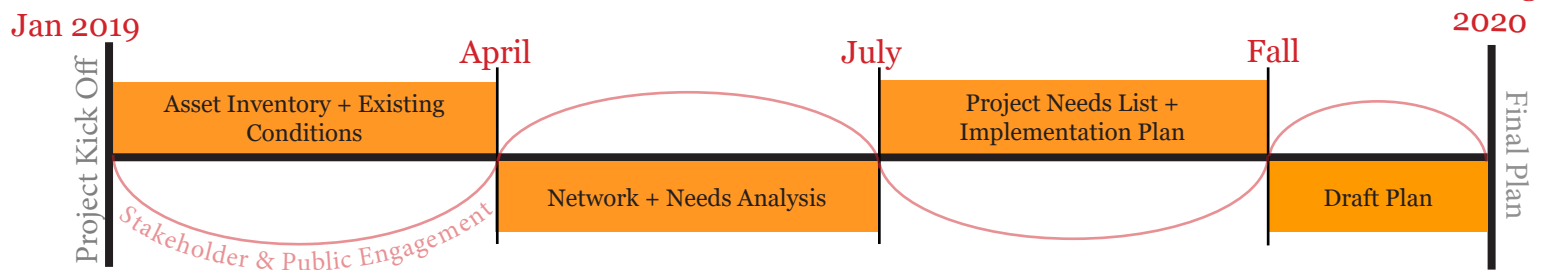


Maintenance: Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the State Transportation System.



Corridor Context: Identify needs unique to rural, main street, and trail corridors in the district.

Schedule:



We want your Input!

Please scan the QR code or visit:

<http://bikewalkcentralcoast.mindmixer.com/>



For questions or comments contact:

Ingrid McRoberts | (805) 549-3131 | Ingrid.McRoberts@dot.ca.gov

Audrey Ogden | (805) 549-3077 | Audrey.Ogden@dot.ca.gov

AGENDA: November 21, 2019

TO: Interagency Technical Advisory Committee
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Caltrans SHOPP WebViewer and other online tools

RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information about Caltrans's new State Highway Operation and Protection Program (SHOPP) webviewer.

BACKGROUND

The California Department of Transportation (Caltrans) is responsible for maintaining and operating the State Highway System (SHS). Caltrans identifies major safety and maintenance projects in the State Highway Operation and Protection Program (SHOPP).

In general, the purpose of the SHOPP is to provide funding "to preserve and protect the state highway system." The SHOPP includes four primary assets (bridges, pavement, culverts, and transportation management systems), as well as safety and emergency response.

DISCUSSION

Caltrans District 5 staff (Joe Londono and Gus Alfaro) will be at the November ITAC meeting to provide a tutorial on the new SHOPP webviewer (<https://tinyurl.com/reqf34t>). This tool will be used by District 5 to share information about SHOPP projects in their various stages of development. It currently includes broad categories, project costs, and notes on if a project is already programmed to receive funds or planned/a candidate for future funds. District 5 plans to update information on a quarterly basis. Caltrans invites feedback on the tool.

Caltrans staff will also provide information on:

Caltrans GIS Data: <https://gisdata-caltrans.opendata.arcgis.com/>

Poste mile lookup: <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>

Additional information on the SHOPP is available online at:

<https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shop-minor-program-shop>.

SUMMARY

Major capital projects aimed at improving safety, operation, and maintenance of the state highway system are included in the State Highway Operation and Protection Program (SHOPP). Caltrans staff will provide a tutorial on web tools available to view SHOPP and other projects.

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