

~~2040~~2045 Santa Cruz County Regional Transportation Plan Goals, Targets[±] 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.~~

- ~~**1.A.** 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~~

TARGETS:

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

1.A.1. Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045⁴.

1.A.2. Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

1.B 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.

~~**1.B.**~~ **1.B.1.** Reduce per capita fuel consumption vehicle miles traveled by 4 percent by 2030

¹Base 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.

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

³The 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 [The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.](#)

and by 10 percent by 2045 (compared to 2005).

1.B.2. Reduce per capita greenhouse gas emissions by 1 percent by 2020, 5 percent by 2035 and 65 percent by 2040 through a reduction in vehicle miles traveled and improved speed consistency.⁵

~~1.Bii.~~ Reduce 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 1 percent by 2020 and 60 percent by 2030 and 70 percent by 2045⁶ (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.

~~1.C.~~ 1.B.3. Re-invest in the local economy \$8.5 million/year⁷ by 2020~~2030~~ and \$1214 million/year by 2040~~2045~~ (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.⁸

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

1.C.1. Improve percentage of reliable⁹ person miles traveled by 3 percent by 2030 and by 8 percent by 2045 (compared to 2020).

1.C.2. Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045¹⁰.

1.D Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

1.D.1. Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).

1.D.2. Increase the number of active commute trips to 16 percent of total commute trips by 2030 and to 24 percent of total commute trips by 2045.¹¹

⁵. ~~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.~~

⁶ 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.

⁷ 2012 dollars.

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

⁹ Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

¹⁰ 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

¹¹ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 16% by 2030 (6.3% Walk, 5.7% bike and 3.9% transit) and increase the active transportation mode share to 24% by 2045 (9.5% Walk, 8.7% bike and 5.9% transit).

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

~~1Di.~~ Improve travel time reliability¹² for vehicle trips.¹³

~~1Dii.~~ Improve multimodal network quality¹⁴ for walk and bicycle trips to and within key destinations.¹⁵

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 2040.¹⁶

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.¹⁷ [for all ages and abilities.](#)
- 1.4 *Transportation Infrastructure*: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.

¹² 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.

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

¹⁴ Multimodal network quality for walk and bike trips considers roadway speeds, presence of bicycle and pedestrian facilities and buffers from traffic.

¹⁵ Qualitative target to be further developed in future planning effort.

¹⁶ 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).

¹⁷ [Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.](#)

1.5 Transportation Infrastructure: Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.

1.6 Land Use: Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.

1.7 Goods Movement: Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

➤ **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:

2.A Improve transportation safety, especially for the most vulnerable users.

~~2A.~~ Reduce injury **2.A.1. Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal collisions by mode and serious injuries by 2050 percent by (compared to 2020 and by 60 percent by 2040.**

~~2B.~~ Reduce total number of high collision locations.¹⁸

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.

2.5 Security: Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

¹⁸ Qualitative target to be further developed in future planning effort.

➤ **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” condition¹⁹ by 3 percent by 2020 and 5 percent by 2040.~~

TARGETS:

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

3.A.1. Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.

3.A.2. Reduce the number of transit vehicles in “distressed” condition to 20 percent by 2030 and to 10 percent by 2045.

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

~~**3C.** Reduce travel times and increase **3.B.1. Improve** travel options for people who are transportation disadvantaged²⁰ due to income, age, race, disability or of limited English proficiency by increasing the percentage that are within a transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30-minute walk, bike or transit trip to key destinations by 20% by percent by 2045 (compared to 2020 and 47% by 2040.²¹.~~

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

¹⁹ Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities. “Distressed” pavement has a Pavement Condition Index under 50.

²⁰ 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.

²¹ 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.

<p>3.Dii 3.B.2. Ensure that transportation impacts <u>benefits are equitably distributed and that transportation burdens</u> do not disproportionately affect transportation-disadvantaged populations.</p> <p>3.C <u>Solicit broad public input.</u></p> <p>3.C.1. <u>Maximize participation from diverse members of the public in RTC planning and project implementation activities.</u></p> <p>3.D <u>Increase transportation revenues.</u></p> <p>3.D1. <u>Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.</u></p>
<p>Solicit broad public input.</p> <p>3E. — Maximize participation from diverse members of the public in RTC planning and project implementation activities.²²</p> <p>Increase transportation revenues.</p> <p>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.</p>

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.
- 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.
- 3.53.6 Climate Resiliency: Adapt the transportation system to reduce impacts from climate change.
- 3.63.7 Public Engagement: Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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²² ~~Qualitative target to be further developed in future planning effort.~~