

Appendix C

**2045 RTP Goals, Policies and
Targets**

2045 Santa Cruz County Regional Transportation Plan Goals, Targets and Policies

RTC approved February 2020

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, 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

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 2045¹.
- 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 Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).
- 1.B.2 Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045² (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.
- 1.B.3 Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.³

¹ The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.

² 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.

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

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 reliable⁴ 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 2045⁵.

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 2045.⁶

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 destinations⁷ for all ages and abilities.
- 1.4 **Transportation Infrastructure:** Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 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.

⁴ Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

⁵ 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

⁶ 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).

⁷ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

- 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.

- 2.A.1 Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).

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.

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

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.

- 3.B.1 Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).
- 3.B.2 Ensure that transportation benefits are equitably distributed and that transportation burdens do not disproportionately affect transportation-disadvantaged populations.

3.C Solicit broad public input.

- 3.C.1 Maximize participation from diverse members of the public in RTC planning and project implementation activities.

3.D Increase transportation revenues.

- 3.D.1 Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.

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