



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

AGENDA
Thursday, February 20, 2014
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

1. Call to Order
2. Introductions
3. Oral communications

The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

5. Approve Minutes of the January 16, 2014 ITAC meeting – *Page 3*
6. Receive "RTC 2013: At A Glance" report – *Page 6*
7. Receive semi-annual list of Caltrans "Programmed/Funded SHOPP Projects" (January 2014) – *Page 8*

REGULAR AGENDA

8. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
9. Draft 2014 Regional Transportation Plan (RTP) – *Page 10*
 - a. Staff report, Ginger Dykaar
 - b. Attachments
 - c. Document online at: www.sccrtc.org/rtp.html

10. Draft Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) (Moving Forward Monterey Bay) and Draft Environmental Impact Report (DEIR) for MTP and Santa Cruz County RTP - *Page 28*
 - a. Staff report, Anais Schenk, AMBAG
 - b. Attachments
 - c. Documents online at:
<http://www.ambag.org/programs-services/planning/metro-transport-plan>
 11. Active Transportation Program Update – *Page 34*
 - a. Staff report, Rachel Moriconi
 - b. Attachment
 12. **Next meeting:** The next ITAC meeting is scheduled for 1:30pm on **March 27, 2014** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. **This is one week later than the typical meeting date.**
 13. Adjourn
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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
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email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

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SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES: Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200).



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

DRAFT MINUTES

Thursday January 16, 2014, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, UCSC
Piet Canin, Ecology Action
Russell Chen, County Public Works and Planning Proxy
Mark Dettle, City of Santa Cruz Planning Proxy
Claire Fliesler, Santa Cruz METRO
Murray Fontes, City of Watsonville Public Works and Planning Proxy
Erich Friedrich, Santa Cruz METRO
Steve Jesberg, City of Capitola Public Works and Planning Proxy
Anais Schenk, AMBAG

STAFF PRESENT

Rachel Moriconi

OTHERS PRESENT

Donn Miyahara Caltrans District 5 (via phone)
Garin Schneider, Caltrans District 5 (via phone)

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1. Call to Order – Vice Chair Steve Jesberg called the meeting to order at 1:35 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – None
 4. Additions or deletions to consent and regular agendas – Staff distributed a handout summarizing the California Transportation Commission's draft Active Transportation Program Guidelines for Item 8.

CONSENT AGENDA

5. Approved minutes of the November 21, 2013 ITAC meeting (**Fontes/Buika** – Jesberg abstained, all other members present voted yes).

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

Watsonville: Murray Fontes reported that resurfacing a ¼ mile section of Airport Blvd near Highway 1 has been completed.

County: Russell Chen reported that a guardrail is being installed on Graham Hill Road near the City of Santa Cruz. The County is going out to bid for several storm damage repair projects. Valencia School Road will be shut down during construction.

AMBAG – Anais Schenk reported that draft Metropolitan Transportation Plan (MTP) will be released for public review next month. AMBAG staff will present the draft MTP, Environmental Impact Report (EIR), and Regional Housing Needs Assessment (RHNA) at the next ITAC meeting.

SC METRO: Erich Friedrich reported that construction of the new operations building on River Street/Highway 9 is expected to be completed in one year. The Short Range Transit Plan (SRTP) is out for public review through mid-March, with adoption anticipated in late March/early April. Claire Fliesler reported that the conceptual design for Pacific Station, based on extensive public input, is scheduled to be finished in June.

Ecology Action: Piet Canin reported that in expanding safe routes to schools programs there are now monthly bike/walk to school day events taking place at several schools across the county. Ecology Action is using a Caltrans planning grant to conduct bicycle/walking audits near schools.

Capitola: Steve Jesberg reported that construction of the lower parking lot near City Hall in Capitola Village is expected to be completed in six weeks.

RTC: Rachel Moriconi reported that the RTC adopted the 2014 Regional Transportation Improvement Program (RTIP) on December 5 and that projects programmed for Regional Surface Transportation Program (RSTP) funds can be immediately implemented. The California Transportation Commission (CTC) will make the final determination on State Transportation Improvement Program (STIP) projects on March 20. She also announced that the Highway 1 Soquel-Morrissey Auxiliary Lanes project ribbon cutting event is at 10:00 a.m. on January 22 at the La Fonda bridge.

7. Plug-In Electric Vehicles Presentation

Piet Canin, Ecology Action, presented information on plug in electric vehicle (PEV) infrastructure in the Monterey Bay area including a video <http://vimeo.com/72300996>. Members shared information about charging stations at UCSC, Capitola, and Watsonville and grant opportunities through California Alliance for Health, the Air District, and Energy Commission. More information about the Monterey Bay Electric Vehicle Alliance is online at <http://www.mbeva.org/>.

8. Active Transportation Program Update

Rachel Moriconi provided a summary of draft guidelines for the new Active Transportation Program (ATP), which consolidates state and federal Bicycle Transportation Account, Safe Routes to Schools, and Transportation Enhancement programs. She emphasized that the guidelines will not be finalized by the California Transportation Commission (CTC) until March 20, but that applications for funds will be due to Caltrans and the CTC May 21, 2014 and that project sponsors should identify projects that could compete well on a statewide basis considering the program goals and proposed scoring criteria. She responded to questions from committee members regarding the program, noting that the CTC is hoping to fund projects that can start construction by the end of FY15 in this first cycle, the match will likely be approximately 12%, but a higher match is recommended, and that the minimum project size is

currently \$250,000.

9. Local Assistance Update

Garin Schneider, Caltrans District 5, reported that the Local Assistance HSIP (safety) program is on hold and that Caltrans will not be issuing a call for projects until additional trainings with local jurisdictions statewide are held. He also reported that Caltrans is hosting several conference calls to go over new rules regarding the federal "Buy America" policy. Local engineers are encouraged to participate and work with Donn Miyahara closely as they implement projects. Regarding the FHWA/FTA notice that projects within existing right-of-way or under \$5 million are categorically exempt from NEPA, this does not apply to all projects – especially if they have potentially significant impacts. Donn Miyahara reported staff changes for Local Assistance environmental division.

10. Legislative Updates

Rachel Moriconi provided highlights of the Governor's January budget proposal related to transportation and legislative priorities for 2014. She requested that agencies inform her of any legislative issues the RTC should pursue or monitor.

11. The meeting adjourned at 3:10pm. The next meeting of the ITAC is scheduled for February 20, 2014 at 1:30 PM at the RTC Conference Room in Santa Cruz.

Minutes prepared by: Rachel Moriconi

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RTC 2013 at-a-glance

The RTC keeps things moving and 2013 was no exception.

In 2013, the Santa Cruz County Regional Transportation Commission delivered to the community major milestones aimed at improving access and providing convenient transportation choices.

Highway 1 Soquel/Morrissey Auxiliary Lanes

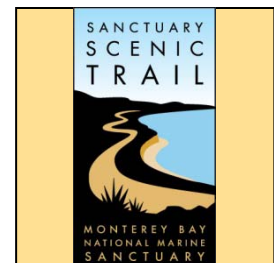
The RTC managed construction and completed this one-mile project on Highway 1. In this role, the agency communicated and minimized construction impacts while implementing locally effective solutions for neighbors, commuters and the community at large, including an extensive and successful demand management program at both local schools. In addition to the new auxiliary lanes

on the highway that smooth the flow and shorten the bottleneck, lasting benefits of this project include a better La Fonda Bridge (wider sidewalks and bike lanes, built to current seismic standards), and improved safe routes to both Harbor High and DeLaveaga Elementary schools.



Monterey Bay Sanctuary Scenic Trail Network

The RTC finalized the Master Plan and certified the Environmental Impact Report. The document identifies 20 segments that can be constructed as funding is identified, and links the trail network with Monterey County's to eventually form a bicycle/pedestrian path around the bay. The RTC awarded a total of \$5.3 million toward segments in Santa Cruz, Live Oak and Watsonville.

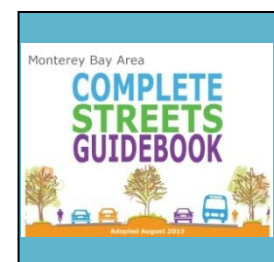


2014 Regional Transportation Improvement Program

The RTC approved funding for a mix of 26 highway, local road, transit, bicycle and pedestrian projects to receive \$9.4 million in state and federal dollars designated for the region. The projects preserve, maintain, and improve the multimodal transportation system.

Complete Streets Guidebook

RTC developed a toolkit for jurisdictions throughout the Monterey Bay region to guide the design of streets that meet the needs of all users – pedestrians, bicyclists, bus riders, drivers, young, and elderly. The Guidebook supports California's Sustainable Communities Strategy legislation (AB 1358) and is a key element of the region's transportation sustainability efforts.



Rail Bridge Rehabilitation

As a condition of acquisition and a commitment to maximize transportation uses within the rail corridor, the RTC received funding to rehabilitate rail bridge structures. Steps completed in 2013 include an engineering analysis of the bridges and award of contracts to rebuild four bridges and manage construction. The largest, the La Selva Trestle, is estimated to take 6-9 months to refurbish.



Monterey Bay 511 Traveler Information System

The RTC completed a feasibility study and implementation plan for establishing 511 traveler information services in the Monterey Bay Area. The new system – to include real-time traffic conditions and transit information – will be web-based and accessible on tablets, smart phones and computers.



Freeway Service Patrol

The RTC entered into a new 4-year contract with a local towing company to continue providing help to stranded motorists free of charge and clearing traffic collisions to keep traffic moving. Freeway Service Patrol trucks rove portions of Highway 1 and 17 during peak commute and visitor travel periods performing services such as changing tires, jump starting vehicles, refilling radiators or providing a gallon of fuel.



Santa Cruz to Aptos Highway 1 Corridor Investment Program

The RTC worked with consultants to complete the administrative draft of the Tiered Environmental Document for the long term, multi-phased Highway 1 Corridor Investment Program. The document also includes detailed environmental analysis for the next Highway 1 project, the Auxiliary Lanes between 41st Avenue and Soquel Drive and a Bike/Pedestrian Crossing at Chanticleer. The draft document is now under review by technical, management, and legal teams within Caltrans, and subsequently by the Federal Highway Administration before releasing it to the public for review and comment in 2014.



RTC: Committed to advancing travel options in 2014!

[Santa Cruz County Regional Transportation Commission](#)

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1523 Pacific Avenue, Santa Cruz, CA 95060



PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County



January 2014 Semi-Annual List

Route	Post Miles	PPNO	Project Description	Project Name	Current Project Phase	Ready To List (Target)	Project Manager Phone # Email	Cost (\$1,000) CON/RW
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Programmed in 09/10 FY

17	6.0/12.6	7007	Near Scotts Valley at various locations from Santa's Village Road to the Santa Clara County line. Construct new guardrail and retaining walls and upgrade guardrail, crash cushions, and end treatments. NOTE: Contractor defaulted. Replacement project is EA 05-0L701.	SCR 17 Guard Rail Upgrades	CON	7/28/2009(A)*	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$6,160 Award/\$17
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Programmed in 11/12 FY

9	8.4/8.6	1937	Near Ben Lomond, from 0.2 mile north of Glen Arbor Rd to Highland Country Park. Upgrade guardrail and stabilize shoulder. (Project includes additional \$900k of OTS funds.)	Holiday Lane Viaduct	CON	12/21/11(A)*	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$217 Award/\$4
1	17.4/26.0	1963	Near the city of Santa Cruz from the San Lorenzo River Bridge to Laguna Road. Install guardrail and crash cushions.	Santa Cruz 1 Guardrail Upgrade	CON	2/24/2012(A)*	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$2,164 Award/\$14

Programmed in 12/13 FY

1	26.8/36.3	1964	Near the city of Santa Cruz from Laguna Road to Waddell Creek Bridge. Upgrade guardrail and drainage.	Laguna Road Guardrail Upgrade	CON	11/15/12(A)*	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$1,215 Award/\$14
1	9.7/17.6	2271	Near Aptos, from 0.1 mile south of South Aptos Underpass to 0.10 mile north of Route 9. Upgrade guardrail, guardrail end treatments, and drainage features. (Project also includes additional \$1.5 million OTS funds.)	Santa Cruz 1, ENV, RR, Guardrails	CON	3/7/2013(A)*	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$550 Award/\$75
17	11.0	2332	Near Scotts Valley, north of Glenwood Drive. Construct retaining wall.	Summit Slide Repair	CON	3/1/2012(A)*	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$3,475 Award/\$25

Programmed in 13/14 FY

1	8.0/14.9	9000	Near the city of Santa Cruz, from 0.4 mile south of Freedom Blvd to 0.4 mile north of Ocean Street. Install CCTV and signs.	SCR Traffic Surveillance Station-CCTV	PS&E/RW	4/12/2013(A)	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$507 Award/\$13
9	3.8/18.7	1988	Near the city of Santa Cruz at various locations from 3.7 miles north of Junction Route 1 to 5.7 miles north of South Junction Route 236. Pollution source control.	SCR 9 San Lorenzo River Source Control	PS&E/RW	3/14/2014	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$2,543/\$46
17	9.4/10.1	2361	Near Scotts Valley, from north of Glenwood Cutoff to south of Glenwood Drive. Widen shoulders and construct retaining wall.	Laurel Curve NB Shoulder Widening	PS&E/RW	10/25/2013(A)*	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$3,732 Voted/\$0

NOTE: For general informaton about the SHOPP program contact Lindsay Leichtfuss at (805) 549-3788 or by email at lindsay.leichtfuss@dot.ca.gov

*List is provided in January and July of each year.



PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County



January 2014 Semi-Annual List

Route	Post Miles	PPNO	Project Description	Project Name	Current Project Phase	Ready To List (Target)	Project Manager Phone # Email	Cost (\$1,000) CON/RW
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Programmed in 14/15 FY

VAR	VAR	2235	In Santa Cruz and Monterey counties at various locations on Routes 1, 9, 17, 68, 129, 218, and 236. Upgrade pedestrian curb ramps. (Project in Santa Cruz; some work in MON)	Santa Cruz / Monterey ADA	PS&E/RW	3/13/2015	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$3,859/\$833
17	8.2/10.1	2311	Near Glenwood, from 0.9 mile north of Vinehill Road and 0.5 mile south of Glenwood Drive. Shoulder widening and concrete guardrail.	Santa Cruz 17 Shoulder Widening and Concrete Guardrail	PS&E/RW	1/21/2015	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$6,968/\$75
1	20.4/30.6	2381	Near the city of Santa Cruz, from Shaffer Road to Swanton Road. Install rumble strips.	Santa Cruz/Davenport Rumble Strips	PA&ED	7/15/2014	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$607/\$0
1	16.9/17.1	2341	In the city of Santa Cruz, from the northbound on-ramp from southbound Route 17 to the northbound off-ramp to Ocean Street. Restripe and widen shoulders.	Santa Cruz 1/17 Shoulder Widening	PA&ED	8/1/2014	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$955/\$0
129	9.5/10.0	2285	In Santa Cruz County, west of Chittenden Road. Improve roadway alignment.	Hwy 129 Curve Realignment	PS&E/RW	1/2/2015	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$11,790/\$101

Programmed in 15/16 FY

1	31.6/36.3	9900	Near Davenport, at Scott Creek Bridge #36-0031 and Waddell Creek Bridge #36-0065. Bridge rehabilitation. (Note: Former Long Lead project)	Scott Creek and Waddell Creek Bridge Rehabilitation	PA&ED	10/1/2015	Steve Digrazia 805-549-3437 steve.digrazia@dot.ca.gov	\$20,369/\$340
17	0.7/2.2	1989	In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to north of Simms Road. Storm water mitigation.	Hwy 17 Sediment Source Control	PA&ED	4/1/2016	Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov	\$9,905/\$1,107
1	7.5/17.4	2358	In and near the city of Santa Cruz, on Routes 1 and 17 at various locations. Construct roadside paving, access gates, weed barriers and relocate facilities.	Santa Cruz Worker Safety	PA&ED	12/14/2015	Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov	\$1,222/\$5

(A)* = Actual date RTL was achieved.

Minor A Projects

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

NOTE: For general informaton about the SHOPP program contact Lindsay Leichtfuss at (805) 549-3788 or by email at lindsay.leichtfuss@dot.ca.gov

*List is provided in January and July of each year.

AGENDA: February 20, 2014

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar, Transportation Planner

RE: Draft 2014 Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee:

1. Receive information on the Draft 2014 Regional Transportation Plan;
 2. Review and provide comments on the Draft 2014 Regional Transportation Plan (RTP) by April 8, 2014;
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BACKGROUND

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

The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area. Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SSCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas

emissions. The RTC coordinates with AMBAG on the development of the MTP/SCS by identifying financial constraints and transportation projects for inclusion in the MTP/SCS. In order to meet federal mandates, AMBAG must adopt the MTP/SCS by June 2014.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2035 MTP/SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2035 MTP/SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2035 MTP/SCS EIR, which includes environmental review of the three regional transportation plans and serves as the EIR for the 2014 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

DISCUSSION

2014 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of nine chapters:

1. Why Sustainability?
2. Transportation Network
3. Travel Patterns
4. Vision for 2035 (Policy Element)
5. Funding Our Transportation System (Financial Element)
6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

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

- The Policy Element identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
 - Draft approved by RTC: May 3, 2012
 - Revised draft approved by RTC: June 26, 2013
- The Financial Element identifies funds available to the region and lists the additional funding needs over the next 22 years. The 2014 RTP includes revenues from a potential future local half-cent sales tax and a vehicle registration fee.
 - Draft approved by RTC: June 26, 2013
- The Action Element of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded

within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained).

- Draft approved by RTC: August 15, 2013 TPW

An additional component to the 2014 Regional Transportation Plan is an analysis of performance of the 2014 RTP to assess how well the plan advances the targets that have been identified as part of the policy element. A summary of the results is provided in Attachment 2. The RTC authorized release of the Draft 2014 RTP for a 55 day public comment period beginning on February 12th and ending April 8, 2014. The Draft 2014 RTP is available online at <http://www.sccrtc.org/rtp.html>. **Staff recommends the Interagency Technical Advisory Committee receive information on the Draft 2014 Regional Transportation Plan and review and provide comments by April 8, 2014.**

Environmental Impact Report

The CEQA required environmental review for the 2014 Regional Transportation Plan (RTP) is included in the EIR for the 2035 MTP-SCS. The environmental review evaluates the potential environmental effects of implementing the 2035 MTP-SCS, including the 2014 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios, and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2035 MTP/SCS EIR, AMBAG has the primary responsibility for approving the “project”- 2035 MTP-SCS including the 2014 RTP for Santa Cruz County. The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2014 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2035 MTP-SCS EIR presents a region-wide assessment of the impacts of the proposed 2035 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2035 MTP-SCS EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed. AMBAG has released the Draft 2035 MTP-SCS EIR, in concert with release of the Draft 2035 MTP-SCS, for a 55-day public review period beginning, February 12th. The public comment period on the Draft 2035 MTP-SCS EIR, which includes environmental review of the Santa Cruz County 2014 RTP will close on April 8, 2014. The Draft 2035 MTP-SCS EIR is available online at <http://www.ambag.org/programs-services/planning/metro-transport-plan>.

Next Steps

The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the MTP. The Draft 2014 RTP and Draft EIR has been released for public review starting on February 12th and ending April 8, 2014. Notices about the availability of the Draft RTP will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft 2014 RTP has been posted on the Commission's web site <http://www.sccrtc.org/rtp.html> and the Draft EIR is available on AMBAG's website (<http://www.ambag.org/programs-services/planning/metro-transport-plan>). Copies are also available at local libraries.

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

- February 12, 2014 – Release date for Draft 2014 RTP and Draft EIR for Public Comment
- March 6, 2014 RTC Meeting – RTP and EIR Public Hearing
- April 8, 2014 – End of 55 day public comment period
- May 1, 2014 RTC Meeting – Approve changes to Draft 2014 RTP for final submission to AMBAG
- June 11, 2014 – AMBAG scheduled to adopt MTP-SCS and certify EIR
- June 26, 2014 – RTC scheduled to adopt Final 2014 RTP

SUMMARY

The draft Regional Transportation Plan and draft Environmental Impact Report are scheduled for release on February 12, 2014, starting a 55-day review period which will end on April 8, 2014. The documents will be available on the RTC website, <http://www.sccrtc.org/rtp.html>. Notices will be sent to interested parties. **Staff recommends the Interagency Technical Advisory Committee review and provide comments on the Draft 2014 Regional Transportation Plan by April 8, 2014.** Adoption of the 2014 RTP is scheduled for the June 26, 2014 RTC TPW meeting.

Attachments:

1. Executive Summary of Preliminary Draft 2014 Regional Transportation Plan
2. Summary of Performance Analysis Results

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2014

Santa Cruz County REGIONAL TRANSPORTATION PLAN



DRAFT



Santa Cruz County
Regional Transportation Commission
FEBRUARY 2014

Draft 2014 Santa Cruz County Regional Transportation Plan

Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2014 Regional Transportation Plan (called the “2014 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2035. The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, will be incorporated into a Metropolitan Transportation Plan (MTP) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2014 RTP.

Chapter 1 – Why Sustainability?

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the natural environment, and the economic vitality of our region. The 2014 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- System Preservation – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- Safety – The numbers of fatal and injury motor vehicle collisions are being reduced nationally, statewide and locally. As we continue to successfully improve the safety for individuals that drive cars, the fatality rates for individuals that bicycle and walk, the most vulnerable transportation users, also need to be addressed.
- Congestion – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

EXECUTIVE SUMMARY

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

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health affects, and air pollutants can affect both environmental and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Energy** – Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future. The International Energy Agency (IEA) 2012 World Energy Outlook states that “the world is still failing to put the global energy system onto a more sustainable path.”
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** - Existing funding sources are insufficient to finance major transportation improvements and ongoing maintenance. New revenue sources will be needed to make major modifications to our transportation system and to eliminate the growing backlog of maintenance needs.

The 2014 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

Chapter 2 – Transportation Network

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

The RTC recently purchased the Santa Cruz Branch Rail line that extends between Davenport and Watsonville on behalf of the community. This purchase will allow the RTC to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed and funding for design and construction on two main segments of the trail has been programmed.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Commute Solutions and 511 traveler information services.

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

Chapter 3 – Travel Patterns

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

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that the growth rate will increase to 6% every decade through 2035. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by approximately the same rate as the population.

Much effort on this 2014 RTP and the 2035 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” VMT per capita is estimated to decrease by 18% relative to 2005 and total VMT for Santa Cruz County is expected to decrease by 3% by 2035 as population increases.

The 2011-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County is not currently available from this CHTS data. However, the 2006-2010 American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. This data shows that Santa Cruz County residents are choosing to ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remains the same.

Chapter 4 – Vision for 2035

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2014 RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable

EXECUTIVE SUMMARY

transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2014 RTP are as follows:

Goal 1: Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

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

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

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

Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 70% of the transportation revenues, 18% from state and 12% from federal. Based on current and projected revenue sources, approximately \$2.7 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2035 (\$125 million per year). The vast majority (75%) of anticipated revenues are committed to specific dedicated uses of which approximately \$1 billion is slated for transit service and capital improvements. A large proportion of these transit revenues come from our county's dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

Discretionary, relatively flexible funding typically available to a variety of types of projects makes up only 25% of the local, state and federal funding (\$675 million). Of this, \$390 million would come from a future countywide sales tax measure and vehicle registration fees, with voters deciding what projects receive those revenues. **The Regional Transportation Commission (RTC) has discretion over less than 6% of the funds** available for transportation projects in the next 22 years (approximately \$7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP).

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized, depending on a number of factors including decisions made by voters and the state and federal governments.

Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact

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

Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$5.6 billion, whereas the estimated funds available through 2035 is approximately \$2.7 billion –half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2014 and 2035 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2014 RTP’s 25-year time-line as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “Unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2014 RTP, the RTC worked with the Sustainable Transportation Council (STC) to utilize the Sustainable Transportation and Analysis Rating System (STARS). RTC also worked closely with AMBAG on a scenario planning process to identify priority projects given financial constraints. Input was solicited from project sponsors, the public, public interest groups and RTC committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of over 300 projects that could be implemented over the twenty-two year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 22 years and constitute the 2014 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 22 years, approximately \$2.7 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 200 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2014 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on projected available funding, include:

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of Auxiliary lanes on Highway 1 between State Park Drive in Aptos and Soquel Ave

EXECUTIVE SUMMARY

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

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2014 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include: developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

Chapter 7 – System Performance

The performance of the 2014 RTP has been analyzed to determine how well the constrained list of transportation projects and programs advance the goals and targets of the RTP. Utilizing the Sustainable Transportation and Analysis Rating System (STARS) and AMBAG's scenario planning effort, it is evident that a balance of project types is best able to advance the plan's performance targets.

The plan makes progress towards and meets many of the targets set forth for the RTP, though funding constraints make it impossible to fully meet all of the targets. The greenhouse gas emissions target as well as the economic benefit target have not only been met but exceeded. **Figure ES.1** describes how the Santa Cruz County 2014 RTP performs for each of the targets.














Target	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	Plan falls short of target 
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	Plan meets target 
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	Plan meets target 
Target 1Di - Improve travel time reliability for vehicle trips.	Measure has decreased relative to existing condition but has improved in comparison to 2035 no project 
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	Plan meets target 
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	Plan falls short of target 
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	Measure will be monitored over time to assess progress 
Target 2B - Reduce total number of high collision locations.	Measure will be monitored over time to assess progress 
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	Measure has improved in comparison to status quo budget but has decreased relative to existing conditions 
Target 3B - Reduce the number of transportation facilities in “distressed” condition by 3 percent by 2020 and 5 percent by 2035.	Measure will be monitored over time to assess progress 
Target 3C - Reduce travel times and increase travel options for people who are transportation disadvantaged (TD) due to income, age, race, disability or 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 40% by 2035.	Plan falls short of target 
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	Plan meets target 
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	Plan meets target 

Figure ES.1 – Summary of 2014 Project List Performance for Advancing Targets

Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2014 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2014 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR evaluates changes to the project lists and policies and addresses new information not previously available. The EIR analyzes the potential environmental impacts of the 2014 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

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

Chapter 9 – What's Next?




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


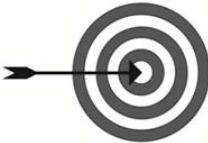

Santa Cruz County is susceptible to a wide range of climate change effects. Although there is currently no requirement to include climate adaptation into the RTP, the RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

Technological innovations will continue to affect all aspects of society, including transportation. As these technologies become more widely used and information becomes available, they can be incorporated into the RTP. Vehicular Communication Systems, also known as connected vehicles, are one example of an emerging technology in which vehicles can communicate with other vehicles and/or roadside units through wireless technology. Connected vehicles such as cars, trucks, buses, and trains could communicate important safety and mobility information to one another. This ability would save lives, prevent injuries, greatly reduce the cost of traffic collisions, ease traffic congestion, save time and fuel, improve the environment and have significant economic advantages. The RTC will be watching the evolution of this technology for incorporation into future RTPs.

Attachment 2


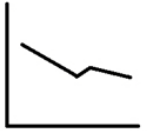
Summary of 2014 Project List Performance for Advancing Targets


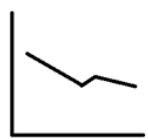

ACCESS and ENVIRONMENT			
GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities near major activity centers with emphasis on filling gaps in the network ✓ Bicycle and pedestrian bridges over Highway 1 ✓ Transit level of service improvements ✓ Curb ramps 	The percentage of the population that are within a 30 minute bike or walk of key destinations increases with implementation of the RTP but falls short of the target.	 <p><i>Plan falls short of target</i></p>
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage and facilitate shifts to carpool, bike, walk, transit, telecommuting ✓ Park and ride lots ✓ Intersection Improvements that reduce idling 	A reduction in GHG emissions of 16.2% per capita by 2035 has met and surpassed the 5% target.	 <p><i>Plan meets target</i></p>
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike racks ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, walk, transit ✓ Park and ride lots 	A reduction in fuel consumption allows \$13 million to be re-invested into the local economy and thus the target has been met.	 <p><i>Plan meets target</i></p>


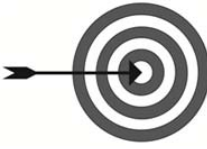
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1Di - Improve travel time reliability for vehicle trips.	<ul style="list-style-type: none"> ✓ Hwy 1 Auxiliary Lanes ✓ Intersection operational improvements ✓ Roadway improvements such as merge lanes, transit turnouts ✓ Signal synchronization ✓ HOV signal priority and queue jumps ✓ Bus rapid transit, such as transit priority ✓ Freeway Service Patrol 	Travel time reliability has decreased relative to existing conditions but has improved in comparison to 2035 no project.	 <p><i>Measure has decreased relative to existing conditions but has improved in comparison to 2035 no project</i></p>
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities in key destination areas with emphasis on filling gaps in the network ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Bicycle/pedestrian separated facilities ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes, bike signals etc) ✓ Wider sidewalks buffered from automobile traffic ✓ Traffic calming and greenways ✓ Curb ramps 	Bicycle and pedestrian network quality has improved with this plan.	 <p><i>Plan meets target</i></p>
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, pedestrian and , transit ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking 	Single occupancy vehicle mode share has decreased with this plan by 6.4% but falls short of the 8% target.	 <p><i>Plan falls short of target</i></p>

SAFETY

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

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>
Target 2B - Reduce total number of high collision locations.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>

Maintenance and Equity			
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.			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The pavement condition index (PCI) has decreased to 42 relative to existing PCI of 53 but is improved in comparison to status quo budget that could bring PCI down to 28. Target has not been met.	 <p>Measure has improved in comparison to status quo budget but has decreased relative to existing conditions</p>
Target 3B - Reduce the number of transportation facilities in "distressed" condition by 3 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Bus replacements ✓ Upgrades to transit facilities ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The number of transportation facilities in "distressed" condition can be monitored over time.	 <p>Measure will be monitored over time to assess progress</p>
Target 3C - Increase the percentage of people who are transportation disadvantaged due to income, age, race, disability, or limited English proficiency that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facility improvements near schools and other transportation disadvantaged destinations with emphasis on filling gaps in the network and ADA improvements ✓ Transit improvements such as increased service on high ridership routes ✓ Curb ramps ✓ Rail transit 	The percentage of the transportation disadvantaged population that is within a 30 minute bike or walk of key destinations is increased but plan falls short of the target.	 <p>Plan falls short of target</p>

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	<ul style="list-style-type: none"> ✓ Bus rapid transit, such as transit priority ✓ Transit improvements such as increased service on high ridership routes ✓ Auxiliary lanes on Highway 1 ✓ Monterey Bay Sanctuary Scenic Trail ✓ Rail transit 	<p>The regional projects that are identified in the plan provide an equitable distribution to low income and minority populations and thus the target has been met.</p>	 <p><i>Plan meets target</i></p>
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	<ul style="list-style-type: none"> ✓ Public participation plan ✓ Workshops ✓ Web and social media outreach ✓ Email distributions ✓ Surveys ✓ Press releases ✓ Project sponsor board approvals 	<p>Public participation was solicited in developing the plan at every juncture and thus the target has been met.</p>	 <p><i>Plan meets target</i></p>



MEMORANDUM

TO: SCCRTC ITAC

FROM: Anais Schenk, Associate Planner

SUBJECT: Release of the Draft 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report

MEETING DATE: February 20, 2014

On February 12, 2014, the AMBAG Board of Directors approved the release the Draft 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR) for a 55-day public review period and scheduled public hearings on the Draft 2035 MTP/SCS and EIR in March.

BACKGROUND:

The Draft 2035 MTP/SCS is the blueprint for a regional transportation system, covering San Benito, Monterey, and Santa Cruz Counties, that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The MTP/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2035.

The 2035 MTP/SCS contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping, and playing.

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

DISCUSSION:

The following sections present a brief overview of the Draft 2035 MTP/SCS. The 2035 MTP/SCS adoption process section describes the process to obtain public input on the

Draft 2035 MTP/SCS and major milestones leading to the anticipated adoption of the 2035 MTP/SCS in June 2014.

Vision

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

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

Transportation Investments

The Draft 2035 MTP/SCS contains a number of improvements to our multimodal transportation system. The MTP sets forth an integrated approach to transportation investments that maximizes the benefits of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and management strategies. The transportation investments will provide more travel choices for our region's residents and visitors. Project lists for the MTP/SCS are consistent with projects included in regional transportation plans for San Benito, Monterey, and Santa Cruz counties.

Financial Plan

The Plan includes a revenue forecast of local, state, and federal sources that are reasonably expected to be available through 2035 for the tri-county region. Total revenues estimated for the Draft 2035 MTP/SCS are approximately \$7.5 billion.

Sustainable Communities Strategy

The SCS outlines the region's plan for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by the CARB. The SCS also maximizes current local efforts that support the goals of SB 375. The overall SCS land use development pattern complements the proposed transportation network that emphasizes multimodal system enhancements, system preservation, and active transportation.

Performance Measures

In support of the goals and policies established through public participation efforts and stakeholder involvement, approximately a dozen performance measures were established

to measure how well the MTP/SCS performs. The performance measures quantify the transportation, environmental, economic, and equity benefits of the MTP/SCS.

Public Participation

The development of the Draft 2035 MTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by AMBAG. AMBAG engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of meetings and workshops. AMBAG developed a video, as well as an interactive MTP/SCS website that enhanced our capability to engage and involve the stakeholders and the public in shaping the Draft 2035 MTP/SCS in an unprecedented way. The input received through this process has truly shaped the Draft 2035 MTP/SCS in a meaningful way. AMBAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2035 MTP/SCS.

Draft Environmental Impact Report

Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR evaluates the impacts of the Draft 2035 MTP/SCS on the physical environment at the program level. The Draft Program EIR also serves as the EIR for each of the RTPA's 2014 Regional Transportation Plans. The Draft Program EIR analyzes a range of impacts resulting from future development consistent with the regional growth projections and improvements to the regional transportation network. It provides the framework for subsequent environmental analysis on specific projects, in which individual project impacts will be evaluated separately as project alignments and features are defined.

2035 MTP/SCS and EIR Adoption Process

To obtain public input on the development of the Draft 2035 MTP/SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process. The proposed closing date for public comments on the Draft 2035 MTP/SCS and EIR is April 8, 2014.

AMBAG will hold six subregional open houses and public hearings in March to allow for public comment on the MTP, SCS, and the EIR. The open houses/public hearings schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. A flyer with the locations and dates for the open houses/public hearings is attached.

Anticipated major milestones include:

- **February 12, 2014: Release of the Draft 2035 MTP/SCS and EIR**

- **March 2014:** Subregional open houses and public hearings on Draft 2035 MTP/SCS/EIR
- **March 12, 2014:** Public hearing on the Draft 2035 MTP/SCS/EIR at the AMBAG Board of Directors meeting
- **April 8, 2014:** Close of public comment period for Draft 2035 MTP/SCS/EIR
- **April 9, 2014:** Review of major comments and proposed changes to the 2035 MTP/SCS
- **June 11, 2014:** AMBAG Board certifies Final EIR and adopts Final 2035 MTP/SCS

Note: The Draft 2035 MTP/SCS and EIR, including appendices may be obtained from the AMBAG Web site at www.ambag.org or <http://www.movingforwardmb.org/>.

COORDINATION:

All MTP/SCS planning activities were coordinated with MTP/SCS Executive Steering Committee and Staff Working Group which includes participation from Caltrans District 5, Monterey – Salinas Transit, Santa Cruz METRO, Santa Cruz County Regional Transportation Commission, San Benito County Council of Governments, and the Transportation Agency for Monterey County. In addition, the SCS scenarios also are developed in coordination with the local jurisdictions, Regional Advisory Committee, and the public.

ATTACHMENTS:

1. Draft 2035 MTP/SCS/EIR Open House/Public Hearing Flyer

Moving Forward ...

Draft 2035 Moving Forward Monterey Bay Plan

An integrated long-range transportation and land use plan

Attend the Open House and learn about the Draft 2035 Moving Forward Monterey Bay Plan. Then, provide your comments on the Draft Plan and EIR during the Public Hearing portion of the meeting, immediately following the open house.

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

COMMUNITY WORKSHOP SCHEDULE

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

Monday, March 3

Salinas Agricultural Center
1432 Abbott Street, Salinas

Tuesday, March 4

Watsonville Community Room
275 Main Street, Watsonville

Wednesday, March 5

Greenfield City Council Chambers
599 El Camino Real, Greenfield

Thursday, March 6

Santa Cruz Police Department
Community Room
155 Center Street, Santa Cruz

Monday, March 10

Marina Library Community Room
188 Seaside Circle, Marina

Tuesday, March 11

Hollister Community Center
300 West Street, Hollister

There will also be a Public Hearing at the **AMBAG Board Meeting** on **Wednesday, March 12, 2014** at 6 pm at the Marina Library Community Room (188 Seaside Circle, Marina).

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

www.MovingForwardMB.org

info@movingforwardmb.org

AMBAG; PO Box 809; Marina, CA 93933



Monterey Bay 2035

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Mobility.
Accessibility.
Economy.
Social Equity.



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Moviéndose Hacia Adelante ...



Reporte de Redacción del Plan *Moviéndose Hacia Adelante 2035 de la Bahía de Monterey*

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

Asista a la jornada de Puertas Abiertas y aprenda sobre el Reporte de Redacción del Plan Moviéndose Hacia Adelante 2035 de la Bahía de Monterey. Después provéanos con sus comentarios sobre el Reporte de Redacción y el Reporte de Impacto Ambiental durante la porción de la Audiencia Pública de la reunión, inmediatamente después de la jornada de puertas abiertas.

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

Programación de Talleres Comunitarios

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

Lunes, 3 de Marzo

Salinas Agricultural Center
1432 Abbott Street, Salinas

Martes, 4 de Marzo

Watsonville Community Room
275 Main Street, Watsonville

Miércoles, 5 de Marzo

Greenfield City Council Chambers
599 El Camino Real, Greenfield

Jueves, 6 de Marzo

Santa Cruz Police Department
Community Room
155 Center Street, Santa Cruz

Lunes, 10 de Marzo

Marina Library Community Room
188 Seaside Circle, Marina

Martes, 11 de Marzo

Hollister Community Center
300 West Street, Hollister

También habrá una Audiencia Pública en la **Reunión del Consejo de AMBAG el Miércoles, 12 de Marzo del 2014** a las 6 pm en el Salón Comunitario de la Biblioteca de Marina (188 Seaside Circle, Marina).

No puede asistir en persona?

Denos sus comentarios atraves del internet, por correo o por correo electrónico.

www.MovingForwardMB.org

info@movingforwardmb.org

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Monterey Bay 2035

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Active Transportation Program Update

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC):

1. Identify candidate projects for the Active Transportation Program (ATP);
 2. Discuss opportunities to collaborate on some applications/projects; and
 3. Review information on Active Transportation Plans.
-

BACKGROUND

Last year the legislature created the Active Transportation Program (ATP), consolidating funds historically designated for the Bicycle Transportation Account (BTA) and Safe Routes to Schools grant programs with funds from the new federal Transportation Alternatives Program (TAP). The California Transportation Commission (CTC) has developed draft guidelines for the program and is expected to issue a call for projects on March 21, with applications due May 21, 2014. Three years worth of funding will be programmed by the CTC this first cycle, with projects in Santa Cruz County eligible to compete for approximately \$215 million available statewide. Information on the program is online at: <http://www.catc.ca.gov/programs/ATP.htm>.

The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips.
- Increase safety for non-motorized users.
- Increase mobility for non-motorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including the reduction of childhood obesity through Safe Routes to Schools-type projects.
- Ensure disadvantaged communities fully share in program benefits (25% of program).
- Provide a broad spectrum of projects to benefit many types of active transportation users.

DISCUSSION

As part of development of the 2014 Regional Transportation Plan (RTP) project lists, project sponsors identified over \$700 million in bicycle and/or pedestrian needs in the region. In some instances these improvements are anticipated to be implemented as part of larger road projects,

however many of these projects could also be implemented as stand-alone bicycle or pedestrian projects. Staff recommends that project sponsors review projects that have been identified in the Regional Transportation Plan (RTP) and other planning efforts (such as bike plans, General Plans, safe routes to schools plans, trail plans, ADA transition plans, or community meetings) and **identify which of those projects would be good candidates for the Active Transportation Program**, taking into consideration anticipated scoring criteria (increase walking and biking, increase safety, result of public participation/planning, cost-effectiveness, and target areas with high risk health factors, disadvantaged communities, and schools). While some projects may not be able to meet the June 2016 construction delivery schedule this first cycle, staff encourages agencies to also identify priority projects for future cycles.

Staff also recommends that the ITAC discuss opportunities to collaborate and coordinate applications. This may include grouping smaller projects into one application or identifying projects that would be more appropriate for the next cycle of funds.

For this first cycle, project sponsors are required to clearly articulate the community-based public participation process that culminated in the identification and prioritized of the proposed project. For projects over \$1 million, an emphasis will be placed on projects prioritized in an adopted bicycle or pedestrian-related plan. In future cycles, the CTC expects to make consistency with an approved active transportation plan a requirement. Since the next cycle of ATP is scheduled for April 2015, **staff recommends that the ITAC review information on the proposed content for active transportation plans (Attachment 1).**

SUMMARY

State legislation has consolidated funds from several bicycle and pedestrian programs into one new Active Transportation Program. Staff recommends that the ITAC identify potential candidate projects for the first cycle of funds, discuss opportunities to collaborate on the process, and discuss the anticipated requirement for applicants to have an active transportation plan in future cycles.

Attachment 1: Draft Active Transportation Plan Components

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Attachment 1

Draft Active Transportation Plan Components

In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for projects that are proposed for Active Transportation Program funds.

Components

The draft ATP Guidelines includes the following information on expectations for active transportation plans:

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth

pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.

- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds active transportation facilities which will implement the plan.

Funding Plan Development

The CTC intends to set aside up to 5% of the funds in the statewide competitive program and in the rural and small urban program for funding active transportation plans in communities predominantly disadvantaged, with priority given to cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor an active transportation plan.