



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

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**AGENDA**  
**Thursday, March 27, 2014**  
**1:30 p.m.**  
**RTC Conference Room**  
**1523 Pacific Avenue, Santa Cruz, CA**

**NOTE: THIS IS ONE  
WEEK LATER THAN  
THE REGULAR  
MEETING DATE**

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 February 20, 2014 ITAC meeting – *Page 3*
6. Active Transportation Program (ATP) Call for Projects – *Page 6*
7. Adopted 2014 State Transportation Improvement Program (STIP) – *Page 7*

**REGULAR AGENDA**

8. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
9. Transportation Planning and Programming Process Overview – *Page 8*
  - a. Presentation from Rachel Moriconi, RTC and Sasha Tepedelenova, AMBAG
  - b. Staff report, Rachel Moriconi
10. Draft 2014 Regional Transportation Plan (RTP) Input – *Page 13*
  - a. Staff report, Ginger Dykaar
  - b. Document online at: [www.sccrtc.org/rtp.html](http://www.sccrtc.org/rtp.html)

11. Passenger Rail Study Scope – *Page 16*
    - a. Staff report, Karena Pushnik and Rachel Moriconi
    - b. Attachment
  12. Process for Advisory Committee and Complete Streets review of projects – *Page 24*
    - a. Staff report, Rachel Moriconi
  13. SB 743: CEQA Alternative Traffic Analysis – *Page 26*
    - a. Presentation from City of Santa Cruz staff/consultant
    - b. Staff report, RTC staff
    - c. Attachments
  14. **Next meeting:** The next ITAC meeting is scheduled for 1:30pm on April 17, 2014 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.
  15. Adjourn
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**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

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**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES:** The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

**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)**

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**DRAFT MINUTES**

Thursday, February 20, 2014, 1:30 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Taylor Bateman, Scotts Valley Planning  
Piet Canin, Ecology Action  
Murray Fontes, Watsonville Public Works and Planning Proxy  
Paia Levine, County Planning  
Mark McCumsey, Caltrans District 5  
Anais Schenk, AMBAG  
Chris Schneider, Santa Cruz Public Works and Planning Proxy  
Steve Wiesner, County Public Works  
Majid Yamin, Scotts Valley Public Works

**STAFF PRESENT**

Ginger Dykaar  
Rachel Moriconi

**OTHERS PRESENT**

Amelia Conlen, People Power

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1. Call to Order –Chair Chris Schneider called the meeting to order at 1:35 p.m.
  2. Introductions – Self introductions were made.
  3. Oral communications – Rachel Moriconi reminded public works departments to complete the statewide local streets and roads needs assessment survey online at [savecaliforniastreet.org/](http://savecaliforniastreet.org/). She also reminded project sponsors to review and submit updates to their Regional Transportation Improvement Program (RTIP) project listings. The listings were emailed to sponsors on 2/10/2014. She also circulated flyers on the upcoming Santa Cruz METRO Pacific Station workshops.
  4. Additions or deletions to consent and regular agendas – Staff distributed lists of bicycle/pedestrian projects to local jurisdictions for Item 11 on the Active Transportation Program.

**CONSENT AGENDA:** Fontes moved and Yamin seconded to approve the consent agenda. The motion passed with Bateman, Canin, Fontes, McCumsey, Schenk, Schneider, Yamin voting “yes”. Levine abstained.

5. Approved minutes of the January 16, 2014 ITAC meeting
6. Received “RTC 2013: At A Glance” report
7. Received semi-annual list of Caltrans “Programmed/Funded SHOPP Projects” (January 2014)

## REGULAR AGENDA

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

Scotts Valley: Majid Yamin reported that the STIP-funded Vine Hill School sidewalk and bicycle lane project is completing environmental review next week and scheduled for construction this summer.

Ecology Action: Piet Canin announced that new bilingual/bicultural staff has been hired for safe routes to schools programs.

Watsonville: Murray Fontes reported that Watsonville is seeking bids for the roundabout at Cliff/Pennsylvania. He also announced that Watsonville is hosting an annual egg drop as part of Engineer's Week.

Caltrans: Mark McCumsey reported that Caltrans is accepting applications for the FTA 5339 program to purchase, replace, and rehabilitate buses. Caltrans is using its electronic highway signs to urge water conservation, reducing irrigation activities by 50%, and postponing new landscaping projects. He also distributed materials on the California Transportation Plan.

County: Steve Wiesner reported that the County is opening bids for the Valencia School Road storm damage repair project.

RTC: Rachel Moriconi reported that the RTC amended the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan. Updated copies of the document will be available soon and she asked agencies to discard the prior version, since several pages have been updated.

Santa Cruz: Chris Schneiter noted that construction continues on the Soquel-Park Way intersection and the Arana Gulch path projects. He shared information on the blogs for each project. RTC staff will include a discussion of public outreach efforts by local agencies in a future meeting agenda.

9. Draft 2014 Regional Transportation Plan

Ginger Dykaar provided an overview of the Draft 2014 Regional Transportation Plan (RTP). She highlighted to what level the plan makes progress towards and meets targets set forth for the RTP. **She requested that ITAC members review and provide comments on the draft 2014 RTP by March 25**, especially financial estimates for local revenues, the project list, project maps and technical appendices.

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

Anais Schenk, AMBAG, provided an overview of the draft Metropolitan Transportation Plan (MTP), Sustainable Communities Strategy (SCS), and environmental document. The SCS outlines the region's plan for integrating the transportation network within land use patterns to reduce greenhouse gas emissions by reducing the number of vehicle miles traveled. She also reviewed some of the SCS implementation strategies, which include economic development,

converting commercial areas in high quality transit corridors to mixed land uses and bringing 65% of jobs within a ½ mile of transit stops. **The ITAC is encouraged to review the documents, including the Chapter 4: the Sustainable Communities Strategy and technical appendices on the forecast and modeling process.** She shared information on the workshops and public hearings on the documents scheduled in March.

Chris Schneider noted that due to market conditions mixed use is not feasible in some areas. Paia Levine requested the economic analysis conducted by AMBAG.

11. Active Transportation Program Update

Rachel Moriconi reminded members that the California Transportation Commission (CTC) will be issuing a call for projects for the new Active Transportation Program (ATP) in March. She requested that project sponsors share information on projects for which they will seek funds and review requirements for Active Transportation Plans. Project sponsors discussed some of the projects for which they may seek funding. Amelia Conlen indicated that People Power would be willing to provide letters of support for projects.

12. The meeting adjourned at 3:25 p.m. The next meeting of the ITAC is scheduled for **March 27,** 2014 at 1:30 PM at the RTC Conference Room in Santa Cruz. This is one week later than the regular meeting date.

*Minutes prepared by: Rachel Moriconi*

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## ACTIVE TRANSPORTATION PROGRAM (ATP) CALL FOR PROJECTS

Caltrans is now administering a Call for Projects from March 21 through May 21, 2014 for the Active Transportation Program (ATP). Caltrans must **receive** applications by COB on May 21, 2014. Delivery information can be found in the Application Instructions.

The application and instructions are online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

### Background

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for nonmotorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

### Application Trainings

The Division of Local Assistance, Office of Active Transportation & Special Programs, in coordination with District Local Assistance Office, is conducting [District Training on the Active Transportation Program \(ATP\)](#).

The purpose of this training is to assist potential **ATP** applicants, partners, and district staff to achieve efficient, effective, and timely delivery of **ATP** applications in accordance with state and federal requirements. For questions on the program, please contact [Teresa McWilliam](#) and for registration, training location, please contact your District Contact Person listed in [this schedule](#).

### For additional information about:

- **ATP**, contact [Teresa McWilliam](#) at (916) 653-0328
- **SRTS projects**, contact [Kevin Atkinson](#) at (916) 653-6920
- **BTA and TE projects prior to ATP**, contact [Deborah Lynch](#) at (916) 653-0036

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**2014 STIP**  
**SANTA CRUZ COUNTY**  
*Adopted by the CTC 3/20/14*

All figures in 000's (thousands)

Agency	PPNO	Project	Comments	NEW STIP	TOTAL STIP	Project Totals by Fiscal Year						Totals by Component			
						Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E
Capitola	2363	Park Avenue sidewalks			200	200	0	0	0	0	0	0	200	0	0
Capitola	2554	Bay Avenue/Capitola Avenue Roundabout Intersection Modification (design)	NEW	<u>59</u>	59	0	<u>59</u>	0	0	0	0	0	0	0	<u>59</u>
Santa Cruz	4658	Rt 1/9 Intersection modifications	Add \$479K CON	<u>479</u>	1,329	0	0	<u>1,329</u>	0	0	0	0	<u>1,329</u>	0	0
Santa Cruz Co.	2367	Nelson Rd PM 2.0 storm damage repair	State-only funds (SOF)		1,189	0	1,189	0	0	0	0	244	945	0	0
Santa Cruz Co.	2368	Redwood Lodge Rd PM 1.65 storm damage repair	State-only funds (SOF)		850	0	850	0	0	0	0	0	850	0	0
Santa Cruz Co.	2557	Cassery Rd Bridge Replacement	NEW	<u>125</u>	125	0	0	0	<u>125</u>	0	0	0	<u>125</u>	0	0
Santa Cruz Co.	2558	Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd)	NEW	<u>800</u>	800	0		<u>800</u>	0	0	0	0	<u>800</u>	0	0
SCCRTC	921	Planning, programming, and monitoring	Add \$470K	<u>470</u>	1,095	325	150	96	<u>175</u>	<u>175</u>	<u>174</u>	0	<u>1,095</u>	0	0
SCCRTC	923	Freeway Service Patrol	Add \$300K	<u>300</u>	300	0	0	<u>150</u>	<u>150</u>	0	0	0	<u>300</u>	0	0
SCCRTC	1968	Rt 1 Mar Vista bike/ped overcrossing	Shift funds to later years		6,564	0	0	500	1,635	4,429		1,060	4,429	500	575
SCCRTC	73A	Rt 1, 41st Ave/Soquel Av Aux Lns & bike/ped bridge	\$2M reserve; shift funds	<u>\$2M reserve</u>	4,000	0	0	4,000	0	0	0	1,430	reserve (\$2M)	0	2,570
SCMTD	2553	ParaCruz Van Replacement	NEW	<u>345</u>	345	0	<u>345</u>	0	0	0	0	0	<u>345</u>	0	0
Scotts Valley	2365	Vine Hill School Rd & Tabor Dr sidewalks & bike lns			400	400	0	0	0	0	0	0	400	0	0
Watsonville	413	Rt 1 Harkins Slough Rd interchange (10S-041)	Shift funds to later years		7,340	0	0	0	<u>462</u>	<u>6,878</u>	0	462	6,878	0	0
Watsonville	2366	Airport Blvd at Freedom Blvd modifications			850	0	0	<u>850</u>	0	0	0	0	850	0	0
Watsonville	2555	Airport Boulevard Improvements (east of Westgate Drive/Larkin Valley Road to east of Hanger Way)	NEW	<u>1195</u>	1,195	0	0	0	<u>1,195</u>	0	0	0	<u>1,195</u>	0	0
Watsonville	2556	Sidewalk Infill Harkins Slough Road and Main Street	NEW	<u>120</u>	120	0	0	<u>120</u>	0	0	0	0	<u>120</u>	0	0
SCCRTC	1872	<del>Monterey Bay Sanctuary Scenic Trail Network (10S-041)</del>	Delete- Split into 2 projects		<u>1,845</u>	0	<u>1,845</u>	0	0	0	0	0	<u>1,845</u>	0	40
Santa Cruz	2551	Monterey Bay Sanctuary Scenic Trail Network: Segment 7 Natural Bridges Dr to Pacific Ave	Split \$805k from MBSST (1872)		805	0	0	0	805	0	0	0	805	0	0
Watsonville	2552	Monterey Bay Sanctuary Scenic Trail Network: Lee Rd to Slough Trail Connection	Split \$1040k from MBSST (1872)		1,040	0	90	950	0	0	0	0	950	0	90

**BOLD/UNDERLINE**=New 2014 STIP funds

**Total      925      2683      8795      4547      11482      174**

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**RE:** Project Programming Process

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive an overview of the transportation planning and programming process and work with Regional Transportation Commission (RTC) and Association of Monterey Bay Area Governments (AMBAG) staff to incorporate federally-funded and regionally significant projects in the 2014 Metropolitan Transportation Improvement Program (MTIP).

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## **BACKGROUND**

Local transportation projects are funded by a variety of federal, state, and local funds. Before a project sponsor can use certain state and federal transportation funds however, there are several steps that must be followed.

## **DISCUSSION**

The process for moving projects from the beginning stage of “identification of need” to the final stage of constructing or implementing the project can be complicated and differ for each funding source. At this meeting RTC and AMBAG staff will provide an overview of the state and federal planning and programming process. A flow chart and summary of the programming process is provided in Attachments 1 and 2.

For projects approved for funding by the RTC, RTC staff works with project sponsors to ensure that projects are included in the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Metropolitan Transportation Improvement Program (MTIP), State Transportation Improvement Program (STIP), and RTC Budget and Work Program, as appropriate and necessary to access the RTC-approved funds.

However, for projects seeking and approved for funds by other entities, such as Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Federal Transit Administration programs (FTA), State Highway Operation and Protection Program (SHOPP), or federal earmarks, project sponsors must work with other agencies to ensure that the projects are listed in appropriate documents and implemented in accordance with state and federal laws, so that sponsors can be reimbursed for expenditures.



## MTIP/FTIP

Projects approved for federal transportation funds or considered “regionally significant” (on a principle arterial highway or fixed guideway which offer a significant alternative to regional highway travel and normally included in the AMBAG regional transportation model) must be included in the Federal Transportation Improvement Program (FTIP) – known locally as the Metropolitan Transportation Improvement Program (MTIP). AMBAG, as the federally-designated Metropolitan Planning Organization (MPO), prepares the MTIP for the Monterey Bay region. AMBAG develops the MTIP every two years, with interim amendments, and is currently collecting information on projects for inclusion in the FFY 2014-15 to FFY 2017-18 MTIP. **Staff recommends that ITAC members work with RTC and AMBAG staff to ensure that projects approved for federal funds are included in the MTIP. Project updates are due to AMBAG by May 16.** Project sponsors will not be able to access federal funds for their projects (i.e. obligate funds, receive authorization to proceed, and invoice for funds) unless the projects are listed accurately in the MTIP. Below is the schedule for the 2014 MTIP development:

Tasks / Phases		Start	Finish
1	RTIP Development (STIP adoption 3/20/14)	8/1/2014	3/20/2014
2	Deadline to Submit Projects for MTIP	<b>3/21/2014</b>	<b>5/16/2014</b>
3	AMBAG inputs MTIP Projects into database (CTIPS)	3/21/2014	6/30/2014
4	Review of Draft MTIP by RTPAs/Caltrans/Local Agencies	7/1/2014	7/10/2014
5	Update Final Draft (MTIP) into CTIPS	7/14/2014	7/18/2014
6	Public Comment Period (Draft also forwarded to Caltrans)	7/23/2014	8/21/2014
7	<b>Public Hearing: AMBAG Board Meeting</b>		<b>8/13/2014</b>
8	<b>Respond to Public Comments &amp; Finalize MTIP for Board</b>	<b>8/22/2014</b>	<b>8/29/2014</b>
9	<b>Final MTIP Approval by AMBAG Board</b>		<b>9/10/2014</b>
10	MPO Submits Final FTIP to Caltrans	October 1, 2014	
11	MPO Posts Final FTIP on their website	October 6, 2014	
12	Caltrans submits FSTIP to FHWA/FTA	November 14, 2014	
13	<b>FSTIP Approval by FHWA/FTA</b>	<b>December 17, 2014</b>	

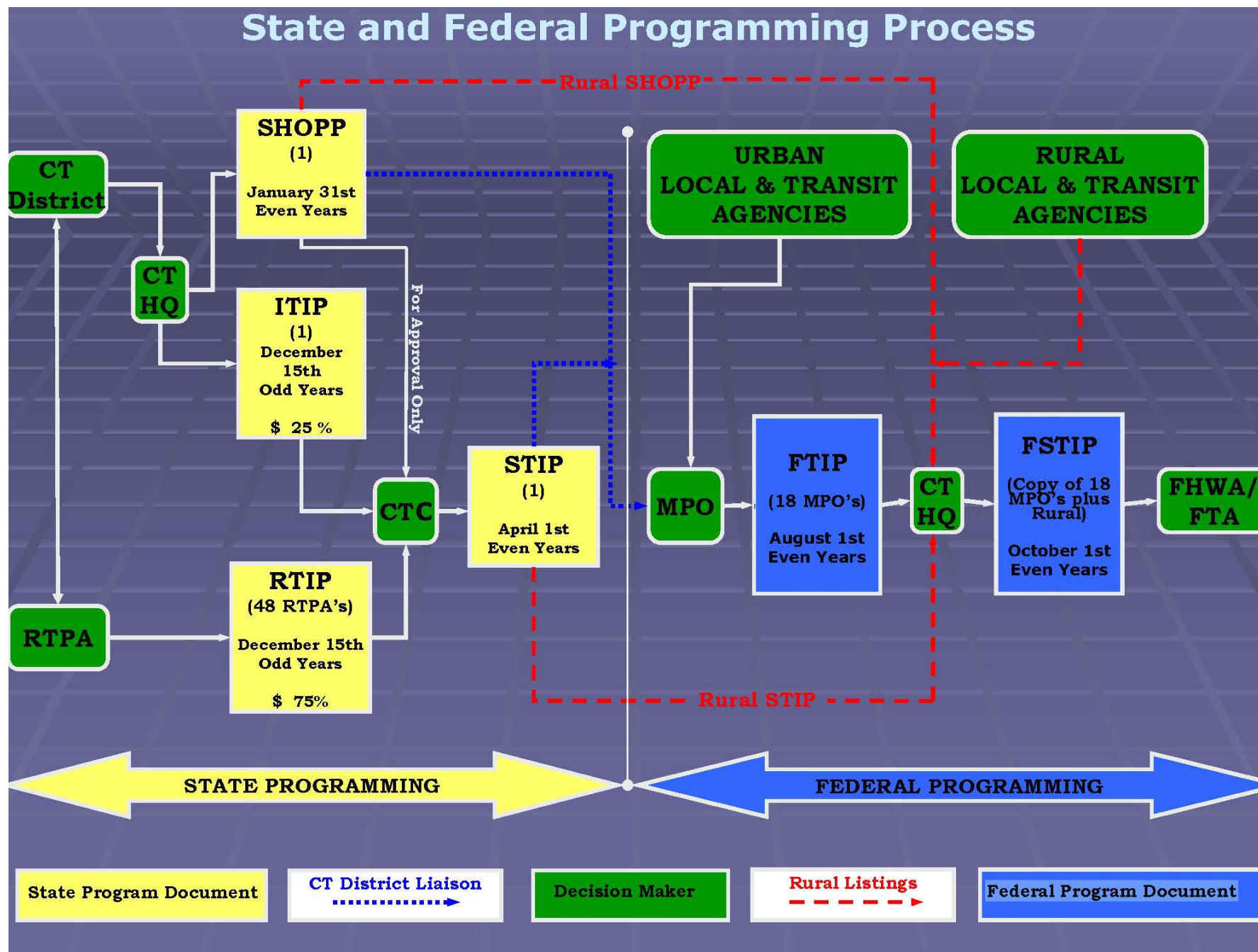
## Project Amendments

Occasionally the scope, schedule and cost of a project may change from that envisioned in the original project application. If a project has been programmed in the RTIP or MTIP, changes to the project must be approved by the funding entity and amended in these programming documents. Project sponsors should regularly review the RTIP and MTIP listings for their projects and work with RTC and AMBAG staff to amend the documents as appropriate.

## **SUMMARY**

Projects seeking certain state and federal funds must be included in regional plans and programming documents. Staff will provide an overview of the process at this meeting.

# Attachment 1



## Attachment 2

### **Summary of Programming Process for State and Federal Transportation Funds**

A variety of entities are responsible for selecting projects to receive certain state and federal transportation funds, as set forth in state and federal laws. For instance, Caltrans evaluates and selects projects to receive safety funds (via the HSIP and SHOPP), bridge funds (HBP), and some transit (FTA) funds; the RTC selects projects to receive the region's share of State Transportation Improvement Program (STIP), State Transit Assistance (STA), and Regional Surface Transportation Program (RSTP) funds, though previously also was responsible for selecting projects to receive American Recovery and Reinvestment Act (ARRA), Transportation Enhancement (TE), and Congestion Mitigation/Air Quality (CMAQ) funds; the California Transportation Commission (CTC) is responsible for selecting projects to receive certain Propositions 1A (high speed rail), 1B (2006 bond), and 116 (rail) state funds, new Active Transportation Program (ATP) funds, as well as provide concurrence on funding programs approved by Caltrans and the RTC, such as the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

1. Project need identified and project included in the long range Regional Transportation Plan (RTP) (*see separate agenda item*).
2. Once a project is ready for implementation, project sponsor may apply for funds from a mix of state, regional, and federal agencies when there is a "call for projects." Project sponsor submits applications to RTC (RSTP/STIP), state (HSIP, HBP, some FTA, ATP, etc.), or federal agencies (earmarks, etc) for evaluation. Projects must be consistent with the Regional Transportation Plan (RTP).
3. For RSTP and STIP: RTC programs projects in Regional Transportation Improvement Program (RTIP), following the public participation process (include RTC advisory committee review).
  - a. RTC staff submits STIP projects to the CTC for concurrence/to be programmed in the statewide State Transportation Improvement Program (STIP) programming document.
  - b. RTC staff submits projects approved for federal RSTP or STIP to AMBAG to be programmed in the Federal Transportation Improvement Program (FTIP), as appropriate.
4. For other federally funded projects: Caltrans includes list of approved projects online. Project sponsors work with RTC and AMBAG to ensure approved projects are listed accurately in the FTIP (MTIP).
5. CTC programs funds for several other state-administered programs (e.g. bond programs, SHOPP, Active Transportation Program)
6. Project sponsors periodically review project listings in programming documents (RTIP, MTIP, STIP) and submit amendment requests for consideration by RTC, AMBAG, CTC when needed.
  - a. For STIP projects, this review should be done one fiscal year in advance of programming year (typically February of fiscal year in advance of the year funds are programmed).
  - b. For other federally-funded projects this should be done at least 4 months before project will be seeking authorization, allocation for programmed federal or state funds.

7. Prior to completion of design, consistent with state law and the Monterey Bay Complete Streets guidebook, project sponsor should include complete streets components where appropriate and feasible.
  - a. Projects programmed by RTC must also be reviewed by RTC Bicycle Committee or Elderly and Disabled Transportation Advisory Committee (E&D TAC) prior to implementation (*see separate agenda item*).
8. When ready for implementation, project sponsors requests allocation (or obligates funds via request for authorization to proceed) for each federally-funded phase of their project: environmental review, design, right-of-way and construction. Request must be consistent with the programming document.
  - a. STIP allocation requests to the CTC, submitted via Caltrans, require RTC concurrence.
  - b. RSTP allocation: may include request to RTC to exchange federal funds for state RSTPX, executed through RTIP and RTC Budget amendments.
  - c. Other federal funds- obligated through Caltrans (Local Assistance for projects on roadways; Caltrans planning for transit projects).
9. RTC staff is available to work in coordination with Caltrans and AMBAG to assist project sponsors in completing paperwork and implementing their projects.
10. Caltrans and/or RTC monitor implementation of projects; provide ongoing progress reports to state and federal government.
11. State and federal transportation funds have increasingly strict “use it or lose it” deadlines. Using funds in the years that they are programmed is critically for ensuring that funds are not lost to the project, region, or state as a whole.

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**TO:** Interagency Technical Advisory Committee

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Draft 2014 Regional Transportation Plan (RTP)

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee provide comments on the Draft 2014 Santa Cruz County Regional Transportation Plan.

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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.

## **DISCUSSION**

Please provide comments on the Draft 2014 Santa Cruz County Regional Transportation Plan (<http://www.sccrtc.org/rtp.html>) particularly the following:

- [Project list](#) (Appendix E) – Are there any updates to project cost or descriptions or any projects missing that you plan to see funds for in the next 5 years?
- Maps of constrained projects in [Chapter 6](#) –**Please provide a scan of the maps for your area (pages 6-15 to 6-19) checking off the projects that are located correctly and noting any project locations that need to be revised.**
- **Attachment 1** - Financial estimates for local jurisdictions (see highlights of attached detailed spreadsheet) - compare to your latest FY13/14 & FY14/15 budget estimates). A standard escalation rate of 1.75%/year is being used for all sources.
- [Appendix C: Performance Analysis Technical Methodology](#) (Maintenance targets discussions on pages C-40 to C-44)

## **SUMMARY**

**Staff recommends that the Interagency Technical Advisory Committee review and provide comments on the Draft 2014 Regional Transportation Plan.** Last day for comments is April 8, 2014. Adoption of the 2014 RTP is scheduled for the June 26, 2014 RTC TPW meeting.

Attachments:

1. RTP Financial Estimates

Appendix D: 2014 RTP DRAFT FINANCIAL ELEMENT: Funding projections through 2035 for

(all figures in 1000's)

REVENUE SOURCES	Assumptions/ Source Notes	Base Year	2014-2035 (Not Escalated)	Escalated (1.75%)	2013/14	2014/15	2015/16	2016/17	2017/ 18	2018/ 19	2019/ 20
LOCAL REVENUE		\$86,082	\$1,854,811	\$2,219,605	\$67,061	\$68,149	\$69,374	\$89,400	\$91,946	\$93,554	\$95,190
City of Santa Cruz Sales Tax - Measure H used on transp.	Based on City budgets, CIPs, and other documents. Portion typically used on transportation.	\$1,700	\$37,400	\$44,398	\$1,700	\$1,700	\$1,730	\$1,760	\$1,791	\$1,822	\$1,854
City/County Developer Fees	From local jurisdictions, based on their budgets	\$1,450	\$31,900	\$40,103	\$1,550	\$1,506	\$1,564	\$1,590	\$1,618	\$1,647	\$1,675
City of SV Developer Fees	From local jurisdictions, based on their budgets	\$50	\$1,100	\$1,366	\$150	\$50	\$50	\$50	\$51	\$52	\$53
City of SC Traffic Impact Fee Fund	Based on annual average. 225/226	\$950	\$20,900	\$26,787	\$950	\$998	\$1,048	\$1,066	\$1,085	\$1,104	\$1,123
City of Watsonville Developer Fees	Based on avg	\$35	\$770	\$929	\$35	\$36	\$36	\$37	\$38	\$38	\$39
County of SC: RIF/TIF Developer Fees	Based on 2010 info (updates not received)	\$415	\$9,130	\$11,021	\$415	\$422	\$430	\$437	\$445	\$453	\$461
City/County General Funds for Transportation Projects	From local jurisdictions, based on their budgets	\$7,005	\$154,110	\$188,290	\$7,075	\$7,215	\$7,341	\$7,470	\$7,600	\$7,733	\$7,869
City of Capitola - Gen Fund	Includes sales tax measure funds	\$400	\$8,800	\$10,447	\$400	\$400	\$407	\$414	\$421	\$429	\$436
City of Capitola - Parking Fees/fines	City of Capitola PW staff	\$75	\$1,650	\$1,959	\$75	\$75	\$76	\$78	\$79	\$80	\$82
City of SC - Gen Fund	CIP (311/317); base annual average	\$2,700	\$59,400	\$75,859	\$2,770	\$2,910	\$2,961	\$3,013	\$3,065	\$3,119	\$3,174
County of SC: CSA 9-Hwy Safety & Lighting	CSA 9	\$1,130	\$24,860	\$29,512	\$1,130	\$1,130	\$1,150	\$1,170	\$1,190	\$1,211	\$1,232
County of SC: CSA 9D - Road Maintenance	CSA 9D1,2,3	\$2,700	\$59,400	\$70,514	\$2,700	\$2,700	\$2,747	\$2,795	\$2,844	\$2,894	\$2,945
Ecology Action Member Fees, Sponsorships, Inkind Donations	Based on annual average.	\$50	\$1,100	\$1,351	\$51	\$52	\$53	\$54	\$55	\$55	\$56
Gas Tax (Highway User Tax (HUTA) to locals)	State Controller reports (http://www.sco.ca.gov/ard_payments_highway.html) & http://www.californiacityfinance.com/HUTAUupdate120807.pdf	\$10,462	\$230,171	\$282,699	\$10,645	\$10,832	\$11,021	\$11,214	\$11,410	\$11,610	\$11,813
HUTA Capitola	http://www.californiacityfinance.com/HUTAUupdate120807.pdf	\$262	\$5,772	\$7,090	\$267	\$272	\$276	\$281	\$286	\$291	\$296
HUTA SC	http://www.californiacityfinance.com/HUTAUupdate120807.pdf	\$1,559	\$34,296	\$42,123	\$1,586	\$1,614	\$1,642	\$1,671	\$1,700	\$1,730	\$1,760
HUTA SV	http://www.californiacityfinance.com/HUTAUupdate120807.pdf	\$305	\$6,709	\$8,240	\$310	\$316	\$321	\$327	\$333	\$338	\$344
HUTA Wats	http://www.californiacityfinance.com/HUTAUupdate120807.pdf; per City of W only \$800K used for transp projects though	\$1,324	\$29,127	\$35,774	\$1,347	\$1,371	\$1,395	\$1,419	\$1,444	\$1,469	\$1,495
HUTA CO of SC	http://www.californiacityfinance.com/HUTAUupdate120807.pdf	\$7,012	\$154,267	\$189,472	\$7,135	\$7,260	\$7,387	\$7,516	\$7,648	\$7,781	\$7,918
LiftLine Specialized Transportation - Other Funds	Lift Line FY13 budget, includes multiple sources	\$840	\$18,480	\$22,697	\$855	\$870	\$885	\$900	\$916	\$932	\$948
MTC Contribution to Hwy 17 Safety Project (Santa Cruz County)	RTC Budget - always \$50K/year, does not escalate	\$50	\$1,100	\$1,101	\$50	\$50	\$51	\$50	\$50	\$50	\$50
Rail Line Lease Revenue: RTC	RTC budget	\$50	\$1,100	\$1,256	\$47	\$48	\$49	\$50	\$51	\$52	\$53
Santa Cruz County 2016 Transportation Sales Tax	Based on SC METRO receipts, projections	\$17,500	\$350,000	\$397,462	\$0	\$0	\$0	\$17,815	\$18,126	\$18,443	\$18,766
Transit Passenger Fares: SC METRO	SC METRO budget. Includes all passenger fares - including Contract (UCSC,), Highway 17, & ADA Paratransit	\$9,400	\$206,800	\$242,981	\$9,150	\$9,310	\$9,473	\$9,639	\$9,807	\$9,979	\$10,154
Transit non-fare revenue: SC METRO	SC METRO. Includes Commissions, Advertising Income, Rent Income, Interest Income +	\$550	\$12,100	\$14,812	\$558	\$568	\$577	\$588	\$598	\$608	\$619
Transit Sales Tax: SC METRO	SC METRO and BOE	\$17,000	\$374,000	\$449,088	\$16,911	\$17,207	\$17,508	\$17,815	\$18,126	\$18,443	\$18,766
Transportation Development Act/LTF	http://www.boe.ca.gov/legdiv/localTaxAllocations.htm & Co. auditor est for FY14	\$8,100	\$178,200	\$216,852	\$8,166	\$8,309	\$8,454	\$8,602	\$8,753	\$8,906	\$9,062



REVENUE SOURCES		Assumptions/ Source Notes	Base Year	2014-2035 (Not Escalated)	Escalated (1.75%)	2013/14	2014/15	2015/16	2016/17	2017/ 18	2018/ 19	2019/ 20
UCSC Revenues (Santa Cruz County): Transit Fees		Includes Student Transit Fee, other Bus Pass sales revenue, and an annual contribution from University Housing.; <b>minus portion shown under Metro Fares.</b> Increases with enrollment and occupied on-campus bedspaces.	\$3,420	\$75,240	\$97,991	\$3,690	\$3,755	\$3,820	\$3,887	\$3,955	\$4,024	\$4,095
UCSC Parking Fees		Includes both Parking and Event Parking revenues. Source: UCSC TAPS office	\$3,900	\$85,800	\$105,381	\$3,968	\$4,038	\$4,108	\$4,180	\$4,253	\$4,328	\$4,404
UCSC Vanpool User Fees		23 12-passenger vanpool routes during 2012-13.	\$105	\$2,310	\$2,702	\$102	\$104	\$105	\$107	\$109	\$111	\$113
Vehicle Registration Fee		Assumes \$10/vehicle registered in Santa Cruz County starting in 2016, minus DMV admin fees	\$2,000	\$40,000	\$42,889	\$0	\$0	\$0	\$1,000	\$2,000	\$2,035	\$2,071
Watsonville Airport Revenues		Revenues used for operation & maintenance of Airport. Does not include one-time grants.	\$2,500	\$55,000	\$67,552	\$2,544	\$2,588	\$2,634	\$2,680	\$2,727	\$2,774	\$2,823
REGIONAL REVENUE SOURCES			\$641	\$14,102	\$17,320	\$652	\$664	\$675	\$687	\$699	\$711	\$724
AB2766		Based on Sept 2012 awards	\$641	\$14,102	\$17,320	\$652	\$664	\$675	\$687	\$699	\$711	\$724
STATE REVENUE SOURCES			\$23,245	\$511,387	\$644,083	\$39,439	\$27,614	\$60,145	\$57,068	\$9,516	\$35,124	\$8,539
Airport Improvement Program match		Annual average of last 8 years of funding	\$4	\$88	\$108	\$4	\$4	\$4	\$4	\$4	\$4	\$5
Cal Aid to Airports program		Dedicated to all public use airports. \$10K annually.	\$10	\$220	\$270	\$10	\$10	\$11	\$11	\$11	\$11	\$11
Freeway Service Patrol		FY12 allocations	\$206	\$4,532	\$5,566	\$210	\$213	\$217	\$221	\$225	\$229	\$233
SAFE: SC		Registered vehicles (http://www.dmv.ca.gov/about/profile/est_fees_pd_by_county.pdf)	\$245	\$5,390	\$6,373	\$240	\$244	\$248	\$253	\$257	\$262	\$266
SHOPP: Santa Cruz		Avg. based on programmed 2008 through 10-year SHOPP (2023); 2024-2035, based on annual avg.	\$15,148	\$333,253	\$426,543	\$31,826	\$19,477	\$45,739	\$42,472		\$27,952	
State Transit Assistance (STA)		FY 13/14 SCO estimates. http://www.sco.ca.gov/ard_payments_transit.html	\$3,000	\$66,000	\$79,323	\$2,987	\$3,039	\$3,092	\$3,147	\$3,202	\$3,258	\$3,315
STIP - Regional Share Santa Cruz		Based on <b>2014 STIP programmed thru FY19-statewide 2014 FE thru FY20-2</b> & percent of <b>STIP avg annual FE</b> for each county. Assumes no new Prop 1B program and no TE after 2014.	\$3,500	\$77,000	\$95,837	\$3,030	\$3,474	\$9,661	\$9,768	\$4,604	\$2,174	\$3,453
Active Transportation Program ( <b>formerly</b> SRTS, BTA, Rec Trails, TAP)		Based on SB99/AB101 (2013) and % of statewide pop for competitive portion. <b>Is combo of state (25%) and fed (75%) funds.</b>	\$1,132	\$24,904	\$30,061	\$1,132	\$1,152	\$1,172	\$1,192	\$1,213	\$1,235	\$1,256
FEDERAL TRANSIT REVENUE			\$5,888	\$129,536	\$179,946	\$5,944	\$6,316	\$6,427	\$6,539	\$6,654	\$6,770	\$6,889
Bus and Bus Related Grants (5309c)		MAP-21 estimates	\$100	\$2,200	\$2,656	\$100	\$102	\$104	\$105	\$107	\$109	\$111
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)		MAP-21 estimates	\$150	\$3,300	\$3,983	\$150	\$153	\$155	\$158	\$161	\$164	\$166
FTA Section 5304		MAP-21 estimates	\$48	\$1,056	\$1,297	\$49	\$50	\$51	\$51	\$52	\$53	\$54
Intercity Bus (5311f)		MAP-21 estimates	\$25	\$550	\$676	\$25	\$26	\$26	\$27	\$27	\$28	\$28
Rural Area Formula Program (5311)		MAP-21 estimates	\$156	\$3,432	\$4,215	\$159	\$162	\$164	\$167	\$170	\$173	\$176
Urbanized Area Formula Program (5307)		MAP-21 estimates	\$4,847	\$106,634	\$151,764	\$5,461	\$5,825	\$5,927	\$6,031	\$6,136	\$6,244	\$6,353
Bus and Bus Facilities Formula Grants (5339)		MAP-21 estimates	\$562	\$12,364	\$15,356	\$562	\$589	\$599	\$610	\$620	\$631	\$642
FEDERAL HIGHWAY REVENUE			\$10,053	\$224,666	\$270,440	\$7,318	\$10,883	\$7,450	\$7,581	\$7,713	\$7,848	\$7,986
Earmarks		Programmed old earmarks to be spent post 2014. No new earmarks anticipated.	\$0	\$3,500	\$3,500	\$0	\$3,500					
High Risk Rural Road (HR3)		MAP-21 estimates	\$51	\$1,122	\$1,378	\$52	\$53	\$54	\$55	\$56	\$57	\$58
Highway Bridge Program (HBP)		MAP-21 estimates	\$3,157	\$69,454	\$85,304	\$3,212	\$3,268	\$3,326	\$3,384	\$3,443	\$3,503	\$3,565
Highway Safety Improvement Program (HSIP)		MAP-21 estimates	\$483	\$10,626	\$13,051	\$491	\$500	\$509	\$518	\$527	\$536	\$545
Regional Surface Transportation Program (RSTP)		MAP-21 estimates	\$3,562	\$78,364	\$91,549	\$3,562	\$3,562	\$3,562	\$3,624	\$3,688	\$3,752	ITAC - March 27, 2014: Page 15 \$3,818

**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Karena Pushnik and Rachel Moriconi, Senior Transportation Planners

**RE:** Passenger Rail Study – Input on Scope

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive an overview of the upcoming Caltrans Transit Grant-funded Santa Cruz County Passenger Rail Study and provide feedback on the Scope of Work.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) was awarded a \$250,000 federal transportation planning grant via the Caltrans Transit Grant program for FY 2013-14 to analyze the feasibility and ridership potential for commuter and intercity passenger rail service on the 32-mile Santa Cruz Branch Rail Line, as well as provide practical recommendations for phased implementation of cost-effective and efficient services. Consistent with the grant requirements, the study will analyze how passenger rail service would advance regional, state and federal goals to: support economic vitality; increase transportation network safety; increase accessibility and mobility for people and freight; protect and enhance the environment; conserve energy; improve the quality of life; enhance integration and connectivity of the transportation system; promote efficient system management and operation and emphasize the preservation of the existing transportation system.

## **DISCUSSION**

With the Passenger Rail Study, the RTC is seeking practical recommendations for phased implementation based on performance measures and objectives, as well as capital and operating costs. The intent is to gain a better understanding of what could be done in the short term on a shoestring, as well as what might be feasible in the medium and long term, especially if there are changes in land use, infrastructure and connecting rail service. The project team includes the RTC, the Santa Cruz Metropolitan Transit District, Caltrans, and the Santa Cruz & Monterey Bay Railway/Iowa Pacific.

On February 27, 2014, the RTC has released a Request for Proposals to hire a consultant team to conduct the technical analysis with \$180,000 of the grant. Proposals are due April 2. As an initial step, the RTC is gathering feedback on the project scope to ensure that, to the extent possible, the study can answer key questions and serve as a useful tool for making future decisions. The preliminary scope of work is attached. **Staff recommends that ITAC members provide feedback on the Scope for the Passenger Rail Study**, understanding that funding for the study is limited.



Meetings have already been held with the project team, local jurisdiction planning and economic development staff, and leaders representing business, school, tourism and community groups.

Feedback will be sought at approximately four additional key junctures in the study over the next year:

1. Defining goals, objectives and performance measures (Spring/Summer 2014)
2. Identifying service scenarios to be analyzed (Summer/Fall 2014)
3. Review the technical analysis of the scenarios (Winter 2014)
4. Review the draft plan (Spring 2015)

In addition, several public meetings will also be held during development of the study to solicit input. If you know of individuals or groups that would like to receive project information, please encourage them to sign up for the RTC's Rail eNews (send their name and email address to [info@sccrtc.org](mailto:info@sccrtc.org) with "Rail eNews" in the subject line).

## **SUMMARY**

The RTC secured federal funds through the Caltrans Partnership Transit Grant to analyze passenger rail options for the Santa Cruz Branch Rail Line. Comments are sought at this juncture, before the scope of work for the technical consultant services is finalized.

### **Attachment 1: Scope of Work**

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## **SCOPE OF WORK: Santa Cruz County Passenger Rail Study**

### **PROJECT SUMMARY:**

A study evaluating the feasibility and ridership potential for commuter and intercity passenger rail service on the Santa Cruz Branch Rail Line, providing practical recommendations for phased implementation of cost-effective and efficient services that advance regional, state, and federal goals. Includes development of performance measures and objectives; capital and operating cost estimates; analysis of varying service scenarios; and connectivity to other bus and rail services.

### **INTRODUCTION:**

The RTC Passenger Rail Study will evaluate the feasibility of phased implementation of cost-effective, safe, and accessible passenger rail services on the Santa Cruz Branch Rail Line which meet needs of Santa Cruz County communities, including traditionally transportation-disadvantaged populations.

The project will include outreach to stakeholders, including transportation providers, the senior, disabled and other transit-dependent populations, and the general public. The project will also examine multi-modal connections within Santa Cruz County and to transit service in other parts of the state. The final deliverable will be a report providing recommendations regarding implementation of commuter and inter-city passenger rail service.

### **RESPONSIBLE PARTY:**

Santa Cruz County Regional Transportation Commission (RTC) is the lead agency on this project. A consultant firm will be hired through a competitive Request for Proposals (RFP) process. Santa Cruz Metropolitan Transit District (Santa Cruz METRO) and Iowa Pacific: Santa Cruz & Monterey Bay Railway (IP: SC&MB) will be actively involved in oversight and advisory roles. Other stakeholders, including local jurisdictions, community leaders, and the public, will also participate in the development of the study.

### **OVERALL PROJECT OBJECTIVES:**

- Provide the RTC and the community with practical recommendations for implementation of passenger rail service, in accordance with forecasted ridership demand and funding.
- Identify, evaluate, and compare passenger rail service options that are cost effective, address growing transit demand, integrate with other transit services, and achieve long term mode shifts to reduce the percentage of trips made by single occupant vehicles while increasing the percentage of trips made by transit.
- Determine to what degree different rail service options will advance regional, state, and federal goals. These include evaluation of how passenger rail service would:
  - 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.
  - Reduce transportation related fatalities and injuries for all transportation modes.
  - Deliver access and safety improvements cost effectively, with anticipated revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.
- Solicit and incorporate community input to ensure that the study is responsive to public priorities and concerns.

## **Passenger Rail Study Tasks**

### **1.0 Task Title: Project Initiation and Coordination**

#### **Task 1.1 Project Initiation:**

- RTC and Caltrans meeting to discuss grant procedures and project expectations. Meeting summary will be documented.

#### **Task 1.2 Stakeholder Kickoff Meeting:**

- Kick-off meeting with Caltrans, Santa Cruz METRO, SC&MB, and other stakeholders.
- Review and refine project objectives, work plan, and schedule.
- Review and confirm roles and responsibilities.
- Gather input for the Request for Proposals (RFP).

#### **Task 1.3 Staff Coordination and Partner Agreements:**

- Develop agreements with Santa Cruz METRO and SC&MB for project implementation.
- Ongoing project team meetings to communicate project status and receive input from stakeholders.

#### **Task 1.4 Consultant Selection:**

- Prepare RFP
- Complete process for selection of consultant using proper procurement procedures: issue RFP, evaluate proposals, and interviews, if needed
- Award consultant contract

#### **Task 1.5 Kick-off Meeting with Consultant:**

- Meeting to introduce all parties, review the scope of work and the project timeline.

### **2.0 Task Title: Public Outreach**

Involvement of the community in the study is essential for its development and success. Consensus is needed from the stakeholders on selection of preferred service alternatives and the process used to make this determination. Successful outreach methods will be used to ensure broad-based stakeholder and public participation. Meetings will be publicly noticed, located in multiple locations, and Spanish translators will be available to encourage attendance.

#### **Task 2.1 Develop Public Outreach Plan:**

- Develop comprehensive consultation/public involvement plan that provides multiple, diverse opportunities for members of the public to participate in the development of the study.
- Identify traditional and nontraditional outreach methods and technologies.
- Identify interactive methods to be used that engage participation and generate thoughtful questions and comments.
- Identify how information acquired from each outreach effort will be applied to the study and be used to facilitate the dialogue and consensus building process.
- Refine stakeholder list (preliminary list provided under item 4A of application)

## **Task 2.2 Solicit Stakeholder, Board, RTC Committee, and Public Input**

Outreach activities may include, but are not limited to, the following:

- Solicit input on key project components including goals/outcomes, scenarios to be analyzed, and draft plan.
- Interactive website, providing a forum for members of the public to learn about the study, review study findings and provide input.
- A minimum of three Community Workshops/Town Hall Meetings targeting areas adjacent to the rail line and potential station locations which utilize a combination of presentation, discussion, and interactive exercises.
- Electronic newsletters that keep interested parties apprised of project development and activities - expected to include over 2,000 contacts.
- News releases
- Preparation of presentation materials
- Direct outreach to organizations who serve traditionally underrepresented, hard-to-reach groups that do not typically participate in public workshops/meetings on transportation or otherwise provide input on transportation plans. Includes making presentations and seeking input at meetings of those groups.
- Outreach to developers, economic development departments of local government, businesses, visitor-serving, and other targeted groups.
- Bilingual public outreach
- Surveys of members of the public
- Utilization of technical experience from members of the community as means to engage the community in plan development.
- Outreach at community events, such as farmers markets, festivals
- Ongoing consultation with representatives from Santa Cruz Metro Transit District, Iowa Pacific/Santa Cruz & Monterey Bay Railway, local jurisdictions, and other public and private sector stakeholders. Input will be regularly sought on development of the study, including technical documents. RTC and the consultant will seek concurrence in the process used to conduct the study, consensus for service recommendations, and input to ensure the study is effective, useful, and transparent overall.
- Consultation with elected officials
- Presentations to boards and other groups, as appropriate

## **Task 2.3 Compile Stakeholder Input:**

- Compile comments received.
- Document findings that result from public involvement activities.

## **3.0 Task Title: Passenger Rail Plan**

### **Task 3.1 Review Prior Studies and Identify Comparable Transit Systems:**

- Review existing information and identify successful rail transit systems in areas with similar conditions as Santa Cruz County.
- Review past rail, transit, and other relevant local/regional studies, including the Major Transportation Investment Study (1998), Around the Bay Rail Study (1998), TAMC studies on rail service from the San Francisco Bay Area to Monterey County, Coast Daylight plans, Watsonville Transit Planning Study (2011), the County of Santa Cruz's Soquel Corridor Plan (ongoing), the Santa

Cruz County On-Board Transit Survey (2012), the California Household Travel Survey (2012), Unified Corridor Investment Plan (ongoing), and the AMBAG Sustainable Communities Strategy/Metropolitan Transportation Plan (e. 2014).

- Incorporate relevant information into this study.

**Task 3.2 Define study goals/objectives/outcomes/performance measures and data needs:**

- Refine study goals and objectives based on input from the public, recommendations from partner entities, and regional, state, and federal planning goals.
- Establish performance measures and outcomes that will demonstrate to what extent passenger rail service will achieve study goals and objectives and will be financially feasible, including to what extent rail service will address problems and deficiencies summarized in section 3 of this grant application (improve access and mobility, preserve the transportation system, support the local economy, increase safety and security, protect and enhance the environment, and enhance system integration and connectivity) and described in Attachment 1 to this scope of work.
- Take goals, objectives, outcomes, and performance measures to RTC board for concurrence.
- Identify data needed to analyze how different service scenarios will achieve study goals and objectives.

**Task 3.3 Define Service Scenarios**

- In consultation with partners and utilizing public input, develop a list of scenarios to be analyzed.
- Identify short, medium and long term scenarios that could be phased in over time. May include a low cost scenario with limited peak period service, limited stops, used vehicles, minimal track and station construction, and no passing sidings; high level service with 15-minute headways; service from Santa Cruz to the San Francisco Bay Area; longer range service options if areas around stations densify; financially constrained and unconstrained scenarios.
- Include service scenarios that integrate with existing transit service, as well as modified bus transit service, public and private components, and future rail service to other counties/regions.

**Task 3.4 Collect, Compile Data**

- Collect data required to assess degree to which different service scenarios will achieve performance measures/outcomes.
- Work with partner entities to compile existing data
- Collect new data as needed
- Identify potential high ridership origins/destinations

**Task 3.5 Develop Revenue Projections**

- Identify existing local, state, federal, and private funding sources that are available to implement passenger rail service, including special grant programs.
- Identify funding requirements and any restrictions on use of funding sources for construction, operations, and maintenance (e.g. if funds are restricted for operations or capital), and conditions for accessing funds (e.g. Alternatives Analysis for New Starts, etc).

- Assess revenue trends at local, state and federal levels, including economic forecasts.
- Develop 5-year, 10-year and 20+-year projections for existing, core revenues.
- Identify potential new funding sources. These may include expanded freight operations, assessment districts, local revenue measures, future state bond measures, partnering opportunities, public/private partnerships and commercial uses in rail right-of-way, special train events, changes to legislation that would increase flexibility of transportation revenues and/or rail & trail sharing funding options .
- Identify passenger fare levels that would maximize ridership and fare-box recovery ratios.

### **Task 3.6 Technical Analysis of Service Scenarios**

- Conduct technical analysis of each scenario: develop ridership projections, operating and capital costs, assessment of financial feasibility and benefits, and to what extent each scenario advances regional, state, and federal goals, objectives, and performance measures. Includes, but not limited to, analysis of different service levels, connectivity to bus and rail service, vehicles/equipment, stations, track condition.
- Present preliminary results to project partners and technical stakeholders

### **Task 3.7 Develop Phased Service Implementation Recommendations**

- Based on technical analysis and stakeholder input, recommendations will be developed based on goals and objectives and include, but not be limited to recommendations for:
  - Phased service implementation
  - Capital investments
  - Station and transfer locations
  - Integration of Santa Cruz METRO and Monterey-Salinas Transit fixed route services
  - Connectivity at Pajaro Station with proposed Salinas and Monterey-San Francisco commuter rail service and Coast Daylight
  - Governance structure options for passenger rail service (evaluation may include single public agency operator, private operator, joint powers authority)

### **Task 3.8 Preparation of Administrative Draft**

- Prepare text of study document

### **Task 3.9 Review of Administrative Draft**

- Present document to RTC staff and stakeholders
- RTC staff and stakeholders provide comments on draft document

### **Task 3.10 Draft Passenger Rail Plan for Public Review**

- Address comments received in administrative draft
- Present draft report at public meeting(s)
- Compile public comments

### **Task 3.11 Final Report**

- Complete the final report that addresses comments received on draft document
- Include credit of the financial contribution of the Caltrans grant program on the cover of the report.
- Present final report to RTC and METRO Boards
- Public hearing
- RTC adoption or acceptance of final report
- Report out to partners and stakeholders
- Submit hard and electronic copies of the final report to Caltrans

## **4.0 Task Title: Grant Administration**

### **Task 4.1 Invoicing**

- Track all grant expenditures for recipient and sub-recipient
- Submit complete invoice packages to Caltrans District staff based on completion of deliverables, at least quarterly, but no more frequently than monthly

### **Task 4.2 Quarterly Reports**

- Submit timely quarterly reports to Caltrans District staff providing a summary of project progress and grant/local match expenditures

### **Task 4.3 Final Request for Funding/Grant Closeout**

- After acceptance/adoption of plan, final invoicing and grant closeout

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**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Process for Advisory Committee and Complete Streets review of projects

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) discuss the process for Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Complete Streets review of projects.

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## **BACKGROUND**

State law requires local agencies and Caltrans to consider complete streets components that address the needs of all roadways users when planning and implementing transportation projects. The Monterey Bay Area [Complete Streets Guidebook](#) contains sample policies and engineering best practices that can be adopted by local jurisdictions to comply with California Complete Streets Act (AB 1358) and Caltrans Deputy Directive 64-R1, with an emphasis on stakeholder input.

The RTC's Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) have long been charged with reviewing and making recommendations on claims for Transportation Development Act (TDA) funds. More recently committees have started to review of all RTC-funded projects.

## **DISCUSSION**

While RTC committees review project summaries and make recommendations when projects are first considered for inclusion in the Regional Transportation Plan (RTP), as well as for specific funding sources (e.g. TDA, Regional Surface Transportation Program [RSTP], or State Transportation Improvement Program [STIP]), during this initial planning/need identification phase, details on the project design are typically not yet available. As such, it is recommended, and in some instances required, to return to these advisory committees prior to project construction or program implementation for input.

**RTC staff recommends that the Interagency Technical Advisory Committee (ITAC) discuss what process would work well to ensure complete streets components (bicycle, pedestrian, and transit needs) are incorporated into the final design of a project.** This includes: What point(s) during project development is best to receive input in order that it may be incorporated into the final design? What process does your agency use to ensure complete streets requirements are met for transportation, as well as land use, projects?



Some suggestions include:

- Utilize the Complete Streets Checklist during initial project planning and application stages and incorporate complete streets components into project scope where feasible. The checklist is a tool that can help identify opportunities for complete streets and document constraints or exemptions.
  - *RTC started incorporating elements of the checklist into the application for RSTP and STIP funds in 2013.*
- Provide summary of/document internal agency review (e.g. planning departments/division input on public works/Caltrans capital projects) and the public process.
- Project sponsors present information on upcoming projects to the Bicycle Committee and E&DTAC at least once a year (could be coordinated with TDA claims).
  - Have subcommittees, subgroups or ad-hoc committees of the Bicycle Committee or E&D TAC review project design proposals with project sponsors.
- Require project sponsors to re-review project application and certify project scope and implementation plan has not changed, or has been improved relative to Complete Streets goals, prior to release of funds (e.g. allocation for STIP, exchange of RSTP funds, TDA claim submittal).
- Reserve a portion of RSTPX funds each funding cycle to address modifications from the original project application that may be requested by advisory committees.
- Site visits to confirm implemented project is consistent with what was approved for funds by the RTC. If implemented project differs, project sponsor may need to repay a portion of the funds.
- Project Sponsors report once a year (could be coordinated with TDA claims) on progress toward Complete Streets, perhaps using a simple scorecard that would help the community compare and understand advances.

While this discussion is focused on projects funded by the RTC, the committees are also interested in receiving information on other projects that could impact bicycling, walking or buses. ITAC is encouraged to identify options for sharing information on those other projects. This could be combined with the overall public participation process on a project being implemented by a project sponsor.

## SUMMARY

The California Complete Streets Act and Caltrans Directive dictate that transportation projects consider the needs of all users. Staff recommends that the ITAC discuss options for enlisting assistance from the RTC's citizen advisory committees on project design to ensure bicycle, pedestrian, and transit needs are incorporated where feasible.

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**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** RTC Staff  
**RE:** SB 743: CEQA Alternative Traffic Analysis

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## **RECOMMENDATION**

This item is for information only.

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## **BACKGROUND**

The perspective from which transportation system performance is viewed has changed based on a shift to multimodal transportation systems, emphasis on reducing greenhouse gas emissions, the Complete Streets Act (2008), Caltrans Smart Mobility 2010, and a focus on sustainable and livable communities. In some cases, traditional metrics of performance are incompatible with state and regional planning goals. Measures play an important role in policy making, assessing transportation impacts of development, and prioritizing investments.

In response to SB743 (2013), the Governor's Office of Planning & Research (OPR) is in the process of developing alternative traffic thresholds. At issue is changing the traditional "Level of Service" review with something that is more multi-modal or a Vehicle Miles Traveled analysis. OPR is working through the comments they received on this approach (which were due February 14). A draft set of CEQA Guidelines should circulate by early May. Differing methods may be recommended based on location or intensity of development, but any method will need to demonstrate an ability to support policy choices that reduce greenhouse gas emissions, encourage a mix of land uses, and facilitate a multi-modal network.

## **DISCUSSION**

Senate Bill 743 requires the Office of Planning and Research to recommend potential metrics to measure transportation impacts of projects within transit priority areas to replace the current Level of Service criteria under the California Environmental Quality Act. The Level of Service (LOS) metric is not consistent with state and regional planning goals. Problems with LOS that have been identified include:

- Bias against infill – infill loads relatively little traffic regionwide but can trigger thresholds as traffic is added to existing traffic
- Scale of analysis is too small – estimates impacts adjacent to project rather than regionally
- LOS mitigation can be problematic – widening roadways could induce vehicle travel and worsen livability

- Mischaracterizes transit, biking and walking projects as detriments as they can reduce LOS for vehicles

Other Metrics that were examined by OPR in the preliminary evaluation include:

- Vehicle Miles Traveled\*
- Automobile Trips Generated\*
- Multi-modal Level of Service
- Fuel use
- Vehicle Hours Traveled
- Presumption of less than significant transportation impact based on location

\* Recommended for consideration by the statute

Comments received by OPR expressed the most interest in a vehicle miles traveled (VMT) metric within transit planning areas (TPAs), but VMT metrics had mixed reviews outside of TPAs. The benefits of using VMT as the metric include consistency with other statewide and regional activities, could lead to better system-wide planning, VMT already used in other analyses, better relationship to environmental impacts. Concerns include availability and accuracy of estimates and models and that VMT does not address operational issues.

The schedule for the revisions is as follows.

- Draft of CEQA guidelines released for public comment in spring/early summer 2014
- OPR submits draft guidelines to Natural Resources Agency by July 1, 2014
- Natural Resources Agency takes guidelines through formal rulemaking process
- Finalized as soon as early 2015

City of Santa Cruz and RTC staff will provide additional information on the proposed changes at this meeting. Attached is a summary from OPR ([Attachment 1](#)), memorandum from City of Santa Cruz consultant (and former staff member) Ron Marquez ([Attachment 2](#)), and ITE comment letter to OPR ([Attachment 3](#)).

Slides from the March 10 webinar hosted by Fehr and Peers are available online at:

<http://www.fehrandpeers.com/wp-content/uploads/2014/03/743PresentationOakland31014.pdf>  
<http://www.fehrandpeers.com/wp-content/uploads/2014/03/2014Oakland743Milamv3.pdf>

## SUMMARY

State law (SB743) requires the Governor's Office of Planning & Research (OPR) to develop alternative traffic thresholds to measure how transportation impacts are analyzed under CEQA. The ITAC will receive information on this proposed change at this meeting.

### Attachments:

1. OPR Summary: Developing Alternatives to Level of Service
2. Memorandum from Ron Marquez to City of Santa Cruz staff
3. ITE Comment Letter on SB743 Implementation

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*California Office of Planning and Research*  
**Developing Alternatives to Level of Service**

[http://www.opr.ca.gov/s\\_sb743.php](http://www.opr.ca.gov/s_sb743.php)

Details online at: <http://opr.ca.gov/docs/PreliminaryEvaluationTransportationMetrics.pdf>

**What is “Level of Service”?**

Many jurisdictions use “level of service” standards to measure potential transportation impacts of development projects and long range plans. Commonly known as LOS, level of service measures vehicle delay at intersections and on roadways and is represented as a letter grade A through F. LOS A represents free flowing traffic, while LOS F represents congested conditions. LOS standards are often found in local general plans and congestion management plans. LOS is also used in traffic impact studies prepared under the California Environmental Quality Act (CEQA). Exceeding LOS standards can require changes in proposed projects, installation of additional infrastructure, or, in some cases, financial penalties.

**Why Consider Alternatives to LOS?**

Level of service has been applied in ways that discourage both infill development and construction of infrastructure for transit, cycling, and walking. Urban infill projects, for example, often rate poorly in traffic studies because they increase population and potential traffic in a given area. However, evidence shows that the residents and consumers who live, work, and shop in these areas are less likely to rely on cars for their transportation needs.

Focus on LOS also discourages planning for projects that support alternatives to driving such as public transit, bicycle lanes, and pedestrian safety features. Dedicating road lanes for bicycles or buses might exceed LOS thresholds by removing a lane of auto traffic, potentially leading to delay or congestion.

When employed in isolation, LOS can lead to ad hoc roadway expansions that deteriorate conditions on the network as a whole.

Use of level of service in the CEQA context has been criticized for several reasons. First, it focuses on a social impact (driver delay), not an environmental impact. Second, roadway widening is the typical mitigation for projects that lower LOS. However, wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians. A presentation summarizing these issues is available here.

These concerns, among others, have led some local governments to accept low LOS ratings or to move away from level of service entirely as a measure of transportation impacts.

## **How Does SB 743 Change the Way We Use Level of Service?**

Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." (Ibid.) OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate. (Id. at subd. (c).)

Once the CEQA Guidelines are amended to include those alternative criteria, auto delay will no longer be considered a significant impact under CEQA. (Id. at subd. (b)(2).) Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. (Id. at subd. (b)(3).)

SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. (See Amended Government Code Sections 65088.1 and 65088.4.)

Aside from changes to transportation analysis, SB 743 also included several important changes to CEQA that apply to transit oriented developments, including aesthetics and parking.

## **What is OPR's Process for Developing the Alternative Transportation Metrics?**

SB 743 requires the alternative transportation metrics to be developed in an update to the CEQA Guidelines. OPR is required to develop an initial draft of the alternative metrics by July 1, 2014. OPR has developed a preliminary evaluation of possible metrics to replace "level of service" in transportation analyses.

# Memorandum

**To:** Chris Schneiter  
**From:** Ron Marquez, Traffic Engineer  
**Date:** March 11, 2014  
**Re:** SB 743

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The purpose of this memorandum is to transmit my notes and conclusions on potential changes to CEQA guidelines as a result of SB 743 and current thinking by the Office of Planning and Research (OPR).

I reviewed the report prepared by the "Preliminary Evaluation of Alternative Methods of Transportation Analysis" prepared by OPR in December 2013. I have also reviewed the letter prepared by Institute of Transportation Engineers in response to this report. This memo highlights the major points of both of those documents. In addition I have suggested a strategy that would be appropriate for this area and that addresses the concerns raised by OPR.

## **OPR Paper**

(<http://www.opr.ca.gov/docs/PreliminaryEvaluationTransportationMetrics.pdf>)

### Legislative intent of SB743

- Auto delay not applicable in CMPs
- Auto delay no longer significant impact except in specific areas as per guidelines
- OPR to develop new criteria, equitable, promote economy, maximize environmental benefit, healthy, simple, and consistent with other State Policies

### Problems with LOS

- LOS difficult and expensive to estimate
- Scale of analysis too small
- False precision
- Bias against infill
- LOS Mitigation is problematic

- Measures movement of vehicle rather than persons

#### New Alternatives

- Vehicle Miles Traveled VMT
- Trip generation
- Multimodal LOS
- Fuel Use
- Identify Transportation Benefit areas of no significant transportation impacts

**ITE Comments** (<http://www.westernite.org/ITE%20SB%20743%20Final%20Letter.pdf>)

VMT can not be precisely estimated

Mitigation measures to VMT difficult to implement, e.g. transit subsidies, project relocation

There is no current measure of significance for VMT

LOS still required for federal projects

#### **My Comments**

Even if CEQA guidelines are changed local agencies can still request information regarding LOS as part of traffic impact studies. The information would fall outside of the purview of CEQA but still provide local agencies the basis for much needed traffic fees. To obviate the bias for infill projects trip generation estimates can be revised for target areas using mixed use development adjustment factors such as in EPA mixed use spreadsheet model. This has been done for the City of Santa Cruz in certain target areas but not using the more refined EPA methodology. SANDAG has calibrated the EPA model for the San Diego region local agencies. Similar work might be done for Santa Cruz County. The EPA model uses transit availability, pedestrian facilities, bicycle facilities, and employment in the area to estimate trip generation reductions. Also developing citywide traffic impact mitigation programs addresses the concern that LOS analysis scale is too small.

On a final note reducing automobile delay will reduce greenhouse gas emissions. Based on delay calculations the City of Santa Cruz Traffic Impact Fee program if fully implemented would reduce CO2 emissions by 3,000 metric tons per year and be self financing.

Let me know if you have questions.

## ITE Comments on SB743 Implementation

**THE IMPLEMENTATION OF CALIFORNIA SB 743****REVISIONS TO TRANSPORTATION ANALYSES CONDUCTED FOR CEQA**

SB 743 was passed by the legislature and signed into law by the governor in the fall of 2013. Under SB 743, the Governor's Office of Planning and Research (OPR) has been directed to revise the guidelines for conducting transportation analyses under the California Environmental Quality Act (CEQA). The primary change that has been requested in SB 743 is to reduce reliance on roadway capacity, level of service, and delay and replace these performance measures with analysis based on vehicle miles travelled (VMT) or similar performance measures. The intent is to encourage smart growth and infill developments and reduce the amount of greenhouse gas emissions produced by vehicle travel.

OPR provided a preliminary evaluation of alternative performance measures and requested stakeholder comments with a due date February 14. Details of OPR's request can be found at the following website:

<http://opr.ca.gov/docs/PreliminaryEvaluationTransportationMetrics.pdf>

The text of SB 743 can be found at the following website:

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743)

The Western District of ITE has also established a California SB 743 Task Force, under the leadership of task force chair, Erik Ruehr. The task force will track this issue and do its best to keep California ITE members informed. In addition, the task force has written the attached comment letter to OPR intended to represent the shared comments of ITE members on this process.

The next steps in the process are expected to be the following:

- ◆ April 2014: OPR issues draft guidelines for the implementation of SB 743
- ◆ July 1, 2014: OPR issues final guidelines for the implementation of SB 743
- ◆ Early 2015: Revised CEQA guidelines to incorporate SB 743 take effect

Future updates on the implementation of SB 743 can be found at the ITE Western District website ([www.westernite.org](http://www.westernite.org)) or on the international ITE website ([www.ite.org](http://www.ite.org)), where an ITE Community Page has been set up for discussion of this issue.





February 14, 2014

Christopher Calfee, Senior Counsel  
Governor's Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

Re: Preliminary Evaluation of Alternative Methods of Transportation Analysis

Dear Mr. Calfee:

Thank you for the opportunity to provide comments and suggestions regarding your efforts to amend CEQA (California Environmental Quality Act) Guidelines, as required by Senate Bill 743 (SB 743). This letter specifically responds to the Preliminary Evaluation of Alternative Methods of Transportation Analysis written by the Office of Planning and Research (OPR) dated December 30, 2013.

We represent over 2,000 California members of the Institute of Transportation Engineers (ITE), an international society of transportation engineers and planners. These members conduct transportation analysis for environmental documents under CEQA, and in some cases the National Environmental Policy Act (NEPA), and we understand the purpose of these analyses to identify potential environmental impacts. Our purposes in writing this letter are as follows:

- ◆ We would like to transmit certain specific comments and suggestions that represent a broad consensus of our profession.
- ◆ In addition, there are certain issues related to this topic where our profession has not reached a consensus, but our members have brought up important considerations that should be taken into account in revising the CEQA guidelines.
- ◆ We are organized and ready to assist OPR in the important task of revising CEQA guidelines. As you go through the process of testing alternatives and writing draft guidelines, we would like to be engaged in order to produce a set of revised guidelines that will meet the intent of SB 743 and serve the needs of the travelling public. By providing specific points of contact, we would like to facilitate your ability to engage our profession in this process.

2013 - 2014 Officers

Karen Aspelin, President  
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As you might expect, our members have taken an interest in this issue and we expect that many will be providing comments as individuals or representing various stakeholder groups. We are doing our best to make our members aware of this process and we are encouraging them to submit comments that reflect their individual work and experience with CEQA transportation analyses.

The remainder of this letter includes comments on OPR's Preliminary Evaluation, specific suggestions that represent a broad consensus of California ITE members, responses to OPR's specific questions, and contact information.

### **COMMENTS ON OPR'S PRELIMINARY EVALUATION**

The Preliminary Evaluation of Alternative Methods of Transportation Analysis (Preliminary Evaluation) dated December 30, 2013 contains valuable information regarding the background and next steps in the process. However, the information in this document mischaracterizes certain aspects of transportation engineering and planning practice and we would recommend that revisions be made in subsequent documents that discuss this issue:

1. The use of the term level of service or LOS itself in the Preliminary Evaluation is inconsistent with the use of this term in typical practice. In our profession, level of service is a letter grade that is used to rate ranges of operations of various modes of travel, including travel by automobile, transit, bicycle, and walking. It is not the letter grading system that is in question, but the use of automobile congestion in environmental analysis. Where the Preliminary Evaluation refers to LOS, we believe that "roadway capacity analysis" is a more accurate description. The language of SB 743 recognizes the distinction when it talks about "level of service or similar measures of roadway capacity or traffic congestion". Furthermore, level of service analyses for other modes of travel (transit, bicycle, and pedestrian) may be helpful in promoting the reduction of greenhouse gases.
2. On pages three through six, the Preliminary Evaluation describes the difficulties in calculating roadway capacity/LOS as well the accuracy of the calculations. Despite any challenges, many transportation engineers believe that roadway capacity/LOS analysis is a highly useful tool in analyzing roadway operations that is used in the planning, design, and operation of roadway facilities. We believe the discussion should focus on how this analysis fits into the revised CEQA guidelines, rather than the difficulties in making the calculations.
3. ITE members are aware of the potential disadvantages in using roadway capacity/LOS calculations. We are aware of the challenges brought up by OPR in the Preliminary Evaluation and welcome the opportunity to work together to provide better information to

decision-makers and the public. In certain situations, roadway capacity/LOS analysis can mischaracterize transit, bicycle, and pedestrian improvements as detrimental to transportation.

4. The challenges with roadway capacity/LOS analysis are over-emphasized in the Preliminary Evaluation and the difficulties in using vehicle-miles travelled (VMT) are under-emphasized. VMT analysis is a useful tool that is applied in many transportation applications. However, VMT analysis requires estimates of both trip generation and trip length. Neither of these performance measures can be easily calculated or predicted with a high degree of accuracy. It is recommended that both roadway capacity/LOS analysis and VMT analysis continue to be used in various aspects of transportation analysis.

5. Mitigation measures for impacts to increases in VMT may be difficult to implement. For some projects, reductions may need to be in the form of transit subsidies (assuming reasonable access to transit), and/or increasing availability to travel modes that are not single occupant vehicles. In suburban and rural locations, such measures may be impractical. In addition, mitigation measures like reducing parking need to be balanced with the needs of businesses to be competitive and thrive, a community's needs for parking, and the desire to avoid traffic and parking intrusions into residential neighborhoods.

6. In writing the new guidelines it is recommended that the financial responsibilities for local agencies to fund transportation improvements be taken into account. If a proposed project results in significant traffic impacts under roadway capacity/LOS analysis, it is common practice that the project be required to financially participate in the necessary improvements. Many agencies also collect fees to mitigate minor impacts at other intersections and on roadway segments. Without growth and development, there would be little, if any, need for further improvements other than those that are the responsibility of the agency to mitigate pre-existing deficient conditions. The new guidelines should not require a change to VMT as a performance measure that would shift financial responsibility from the private developers to the public agencies who have extremely limited financial resources to address these development-related impacts.

7. An additional financial issue is that the new guidelines should not require procedures or analyses that would represent an unreasonable burden to local agencies in preparing the required studies.

## **ITE SUGGESTIONS FOR REVISING CEQA GUIDELINES**

Following are some suggestions regarding the revisions to CEQA guidelines for transportation analyses:

8. Considerable thought should be put into the use of VMT or similar measures for the determination of significant impacts under CEQA. While VMT is a useful performance measure related to greenhouse gases, there is little or no current basis for the determination of significance. Given the wide variety of projects subject to CEQA transportation analyses and the differing settings in which projects are proposed, it will be a great challenge to develop broad significance criteria that are applicable to all situations and regions. Providing judgment-based criteria and giving flexibility to local agencies in determining their own criteria can be part of a viable solution to these issues. Data collection to determine VMT on a project level could be significant and it is recommended that the guidelines be flexible enough for local agencies to provide reasonable estimates for VMT or similar performance measures that are consistent with available resources.

9. While SB 743 requires that OPR write guidelines that de-emphasize roadway capacity/LOS analysis, such calculations will continue to be part of the overall decision-making process for various projects. For example, federal agencies require that such analyses be provided in order to meet federal guidelines for oversight and funding. In addition, local agencies require that roadway capacity/LOS calculations be conducted for certain projects in order to determine the level of roadway infrastructure that should be implemented to support development of the project. Since one of the overall objectives of CEQA is disclosure of information regarding CEQA projects, it is recommended that such analyses continue to be included in CEQA documents, regardless of whether they are used in the determination of the significance of impacts.

10. One concept that is useful in transportation analyses are guidelines that allow for more congested roadway operations in infill areas with alternative travel choices, while retaining guidelines that encourage less congested roadways in areas where automobile travel is the primary method of travel.

11. One of OPR's key decisions during this process is whether the new guidelines will apply only in transit priority areas, statewide, or in some other geographical area to be determined by OPR. At this time, it is recommended that any new guidelines and/or metrics be limited only to transit priority areas, since they have not yet been developed or evaluated. After new guidelines and/or metrics are established for transit priority areas, it may be appropriate to determine if they should be expanded to other areas. However, to do so before they are developed, implemented and evaluated, could lead to unintended and/or undesirable consequences for stakeholders and the travelling public. Roadway capacity analysis and LOS methodology, with or without its flaws, has been in use for many years and has undergone extensive evaluation to allow for its use in transportation analyses.

12. ITE members recognize the need for revisions to Appendix G of the CEQA Guidelines that include a checklist for the transportation/traffic analyses. We would like to be included in the ongoing process to determine the revised wording.

13. In order to minimize potential disruption caused by the change in CEQA guidelines, we recommend that all projects that have filed a Notice of Preparation prior to the date the new guidelines take effect should be permitted to use the new guidelines or the previous guidelines in completing their CEQA documents. Alternative rules regarding projects in transition may be possible, but the main point would be to allow local agencies time to adjust to the new guidelines.

All of the information presented above should be considered in light of local context. In much of rural California, travel by automobile is the only viable means of travel, while in many urban areas, travelers have a choice of multiple modes of transportation.

## **RESPONSES TO SPECIFIC OPR QUESTIONS**

Q. Are these objectives (i.e. the objectives stated in the Preliminary Evaluation, pages six through eight) the right objectives?

A. Modal balance (i.e. analysis of appropriate balance of emphasis on different travel modes) and “livability” or “quality of life” are objectives that deserve consideration.

Q. Are there other objectives that should be considered?

A. Yes, modal parity, i.e. measuring how well the transportation network serves transit passengers, pedestrians and bicyclists, as well as auto traffic. This should include both existing as well as future scenarios. Livability or quality of life in relation to transportation analyses would relate to the public’s ability to travel to desired destinations within a reasonable amount of time.

Q. Are there environmental impacts related to transportation other than air quality (including greenhouse gas emissions), noise and safety? If so, what is the best measurement of such impacts that is not tied to capacity?

A. Other environmental impacts that should be considered include safety and economic impacts. Traffic congestion can lead to delay in goods movement, reduced travel time reliability, and increased emergency response times.

Q. Are there transportation-related air quality, noise and safety effects that would not already be addressed in other sections of an environmental analysis (i.e. the air quality section or noise section of an initial study or environmental impact report)? If so, what is the best measurement of such impacts that is not tied to capacity?

A. Transportation-related impacts have been evaluated hand in hand with air quality and noise impacts. Traffic injuries have not been adequately addressed using CEQA Initial Study questions, particularly the safety of vulnerable users, pedestrians, bicyclists, children and the elderly.

Q. Would consistency with roadway guidelines normally indicate a less than significant safety impact?

A. Consistency with design guidelines does not necessarily guarantee that there will be no significant safety impact. For example, consider a well-designed freeway off ramp that terminates in a signalized intersection that is congested during peak hours. If the traffic congestion causes vehicles waiting at the traffic signal to back up out onto the freeway, a safety impact will occur that is independent of the quality of the geometric design of the off ramp. One problem with tying design guidelines to CEQA is that design guidelines for transportation facilities are written for a completely different purpose than CEQA analyses and complications would develop by trying to make specific connections between CEQA guidelines and design guidelines.

Q. What are the best available models and tools to measure transportation impacts using the metrics evaluated above? SB 743 allows OPR to establish criteria “for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of” SB 743. Should OPR establish criteria for models? If so, which criteria?

A. Because of the wide variety of transportation studies conducted for CEQA documents, we would strongly recommend against requirements to use specific models and tools by OPR. There is no one model that fits all situations covered under CEQA and for many models, it is difficult to write a set of strict guidelines or criteria for use of the model. Within the transportation engineering and planning professions, it is widely recognized that the development, calibration, and operation of transportation models require a high degree of specialized expertise.

Q. SB 743 provides that parking impacts of certain types in certain locations shall not be considered significant impacts on the environment. Where the limitation does not apply, what role, if any should parking play in the analysis of transportation impacts?

A. Parking is a difficult issue to analyze and to consider as an environmental impact under CEQA for a variety of reasons. Scarcity of parking can be an inconvenience, but its effects can vary, depending on the context, location, and availability of alternative modes of travel that do not require the need for vehicle parking. In areas where there is a charge for parking, demand for parking will vary widely depending on its cost. Given that parking demand can be reduced by raising the price, and that charging for parking can be implemented relatively easily, (physically if not politically), it is difficult to consider the availability or lack of parking as an environmental impact, in certain areas. However, from the point of view of businesses and residents, parking is an important issue. Businesses rely on parking to be successful and residents view intrusion of parking into neighborhoods as an adverse impact.

This letter was prepared by the California SB 743 Task Force, a task force appointed by the Western District of the Institute of Transportation Engineers. The Western District oversees the thirteen Western states, including California. Within California, the Institute of Transportation Engineers is represented by seven sections throughout the state. The Presidents representing the seven California ITE Sections have supported the task force in preparing this letter and their names and contact information is shown below. This letter is also supported by the Orange County Traffic Engineering Council (OCTEC), a transportation society that serves professionals in Orange County.

Future correspondence should be directed to Erik Ruehr, Chair of the California SB 743 Task Force, who can represent the California ITE Section Presidents for correspondence purposes. Contact information is shown below:

Erik Ruehr, Chair  
ITE California SB 743 Task Force  
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Christopher Calfee  
February 14, 2014  
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Thank you again for the opportunity to be involved in this discussion. We look forward to working with you in the months ahead.

Respectfully yours,

Institute of Transportation Engineers  
California SB 743 Task Force



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