



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

AGENDA
Thursday, October 16, 2014
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the March 27, 2014 ITAC meeting – *Page 3*
6. Receive Passenger Rail Study Update – *Page 6*

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. Active Transportation Program (ATP) Lessons Learned and Input for Cycle 2 – *Page 17*
 - a. Staff report, Rachel Moriconi
 - b. Discussion with application review committee members, Maura Twomey, AMBAG and Jeanie Ward-Waller, Safe Routes to School National Partnership
9. Overview of AMBAG Regional Travel Demand Model (RTDM) – *Page 19*
 - a. Presentation from Bhupendra Patel and Eliza Yu, AMBAG
 - b. Memorandum, AMBAG

10. Draft Updates to CEQA Guidelines on Alternative Traffic Analysis (SB 743) – *Page 20*
 - a. Staff report, RTC staff
 11. Cap and Trade Program Updates– *Page 22*
 - a. Staff report, Rachel Moriconi
 - b. Attachments
 12. California Strategic Highway Safety Plan – *Page 30*
 - a. Staff report, Rachel Moriconi
 - b. Attachments
 13. **Next meeting:** The next ITAC meeting is scheduled for 1:30pm on November 20, 2014 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.
 14. Adjourn
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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
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AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

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

DRAFT MINUTES

Thursday, March 27, 2014, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Heather Adamson, AMBAG
Taylor Bateman, Scotts Valley Planning
Teresa Buika, UCSC
Russell Chen, County Public Works and Planning Proxy
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Santa Cruz METRO
Kelly McClendon, Caltrans District 5
Chris Schneider, Santa Cruz Public Works and Planning Proxy
Majid Yamin, Scotts Valley Public Works
Brad Sadek, CHP (Ex-Officio Member)

STAFF PRESENT

Grace Blakeslee
Cory Caletti
Ginger Dykaar
Rachel Moriconi
Karena Pushnik

OTHERS PRESENT

Sasha Tepedelenova, AMBAG
William Menchine, RTC Bike Committee D3 Alternate
Leo Jed, RTC Bike Committee CTSC
John Olejnik, Caltrans District 5 (by phone)
Ron Marquez, City of Santa Cruz consultant

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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 project sponsors to email their Active Transportation Program (ATP) applications to staff if they would like RTC’s Bicycle Committee or Elderly and Disabled Transportation Advisory Committee (E&D TAC) to consider providing support letters.
 4. Additions or deletions to consent and regular agendas – Handouts distributed for Item 12

CONSENT AGENDA: *Fontes moved and Yamin seconded approval of the consent agenda. The motion passed with Bateman, Chen, Fontes, Friedrich, McClendon, Adamson, Schneider, and Yamin voting "yes". Buika abstained.*

5. Approved minutes of the February 20, 2014 ITAC meeting
6. Received Active Transportation Program (ATP) Call for Projects notice
7. Received information on the adopted 2014 State Transportation Improvement Program (STIP)

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 will be ready for construction this summer.

Caltrans: Kelly McClendon reported that he is filling in for Mark McCumsey as District 5's liaison for Santa Cruz County. He reported on recent slide repairs, the Caltrans state of pavement report, and announced that the draft Freight Mobility Plan is online, with comments due April 3.

County: Russell Chen reported that the County has awarded a contract for the Valencia School Road storm damage repair project; the emergency culvert on Soquel Drive near Aptos Creek bridge is complete; and the County will be advertising the Cabrillo/Soquel pedestrian overcrossing project in April.

METRO: Erich Friedrich reported that the Short Range Transit Plan (SRTP) is scheduled for adoption in late April, with modifications being made in response to comments received. A second round of public input is being sought on the Pacific Station redesign and METRO is also looking at design options for Capitola and Watsonville transit centers.

Watsonville: Murray Fontes reported that Watsonville opened bids for the roundabout at Cliff/Pennsylvania. City Council appreciated the presentation on the Regional Transportation Plan (RTP).

AMBAG: Heather Adamson announced that the comment period for the Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) and program Environmental Impact Report (EIR) ends on April 8.

Santa Cruz: Chris Schneiter reported that the Soquel-Park Way intersection project is nearly complete; construction of the Arana Gulch path continues. The City is looking at long term fixes to address a cave/sink hole on West Cliff Drive. Several projects will be going to bid this spring.

9. Transportation Planning and Programming Process Overview

Rachel Moriconi and Sasha Tepedelenova (AMBAG) provided an overview of the planning and programming process. Projects seeking certain state and federal funds must be included in regional plans and programming documents.

10. 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 the draft document, especially financial estimates for local revenues, the project list, project maps and technical appendices.

11. Passenger Rail Study Scope

Karena Pushnik reported that the RTC secured a Caltrans transit planning grant to analyze

passenger rail options for the Santa Cruz Branch Rail Line. ITAC members provided input on the project scope, including sharing ideas on public outreach, possible station stops, integration with buses, safety, and road crossings.

12. Process for Advisory Committee and Complete Streets review of projects

Rachel Moriconi requested that the ITAC discuss what process would work well to ensure complete streets components (bicycle, pedestrian, and transit needs) are incorporated into the final design of projects. ITAC discussed existing opportunities to provide input on projects and suggested meeting up to once a year with RTC committees to review upcoming projects. Members indicated the need to receive input on projects early on in the design process, but that if projects receive insufficient funds, the scope may need to be scaled back. Will Menchine (Bike Committee) expressed concern that there are very few opportunities to provide input on project design. He urged project sponsors to consider how projects could be improved for bikes and pedestrians. Members emphasized they have limited staff and that local agencies' Capital Improvement Programs and annual budget process provide an overview of upcoming projects and opportunity for public input on projects.

13. SB 743: CEQA Alternative Traffic Analysis

Ron Marquez and Chris Schneiter provided an overview of State law (SB743) which requires the Governor's Office of Planning & Research (OPR) to develop alternative traffic thresholds to measure how transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Ron Marquez highlighted concerns with the proposed changes, noting that some may be hard to implement. Committee members noted challenges measuring vehicle miles traveled on a project-by-project basis, especially given limited origin and destination data and limited modeling capabilities for transit, bikes, and pedestrians. The ITAC decided not to submit formal comments, but to discuss the draft guidelines once they are available.

14. The meeting adjourned at 3:53 p.m.

Minutes prepared by: Rachel Moriconi

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AGENDA: October 16, 2014

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi and Karena Pushnik, Sr. Transportation Planners
RE: Passenger Rail Study Update

RECOMMENDATION

This item is for information only.

BACKGROUND

The Regional Transportation Commission (RTC) has received a transit planning grant from the California Department of Transportation (Caltrans) to analyze the feasibility of passenger rail service on the Santa Cruz Branch Rail Line. In May 2014, the RTC issued a contract with Fehr and Peers to conduct the study. The study will include technical analysis of five service scenarios, preliminary ridership projections, capital and operating cost estimates, evaluation of benefits and impacts, connectivity to other bus and rail service in region, and, if found feasible in the short and/or long term, recommendations for service implementation and funding. The RTC is seeking input from Santa Cruz METRO, members of the public, rail transit agencies, and community stakeholders at several points during development of the study.

DISCUSSION

At its September meeting, the RTC approved goals, evaluation measures, and five passenger rail service scenarios to undergo detailed analysis. The goals, evaluation measures, and service scenarios were developed based on input received from the project team: Santa Cruz METRO, Santa Cruz and Monterey Bay Railway, and Caltrans, as well as extensive input from the public, technical stakeholders, community leaders, other rail transit agencies, and RTC board members. Over 2,000 members of the community provided input through an online survey and a community meeting held this summer. A summary of this first round of public input is available online.

Goals and Objectives

The RTC approved goals and objectives for rail transit service shown in [Attachment 1](#).

The goals for potential rail transit service are:

- Goal 1 – Provide a convenient, competitive, and accessible travel option
- Goal 2 – Enhance communities, the environment, and support economic vitality
- Goal 3 – Develop a rail system that is cost effective and financially feasible

Evaluation Metrics

The RTC approved evaluation framework ([Attachment 2](#)), includes evaluation criteria to be used to distinguish benefits and costs between scenarios (Table 1) and criteria that will be used to describe the overall project and alternatives (Table 2). These lists were developed based on review of typical and context-sensitive performance metrics, the unique character (land use, transportation, existing and long range needs) of the county, available data, model capability, the project type (rail corridor), the overall scope of the project, the consultant's experience with similar feasibility studies, and items for consideration that have been identified by RTC, technical stakeholders and members of the community. Rail peers from other rail and transit agencies reviewed the criteria and found consistency with other feasibility studies based on their experience. Some additional performance measures that were also considered cannot be used due to data limitations, model capabilities, and/or the limited project budget.

Station Locations and Service Scenarios

There are many combinations that could be considered for rail service. These include where trains might travel between (routes/termini), location and number of stations, service span (e.g. weekend only or weekday peak periods), and vehicle types, among other factors. The number of miles of track that are used, train speeds, passing sidings, vehicle types, and the presence of freight trains are among some of the other factors that would influence schedules, potential ridership and overall feasibility. The following five scenarios are currently undergoing detailed analysis. Ridership, cost, service hours, the presence of freight, and vehicle types are among the factors to be analyzed. These five scenarios represent a range of possible low and high cost, near-term and long-term service options, and are distinct enough to differentiate results. The final recommendations may reflect a hybrid of these scenarios.

1. Weekend Service: Santa Cruz \leftrightarrow Capitola – weekend only service to 7 primary stations and visitor destinations
2. Peak Express Service: Santa Cruz \leftrightarrow Watsonville – peak weekday commute service to primary stations
3. Local Service: Santa Cruz \leftrightarrow Aptos – seven day service to 6-8 primary and secondary stations
4. Expanded Local Service: Santa Cruz \leftrightarrow Watsonville – seven day service to 10+ primary and secondary stations
5. Regional Rail Connector Service: Santa Cruz \leftrightarrow Pajaro – service connecting 11+ stations to Capitol Corridor/Amtrak at Pajaro to test potential ridership demand with regional rail accessibility (J)

More information on these scenarios and possible station locations is included in [Attachment 3](#).

Primary and secondary stations reflect areas that currently have high transit ridership. Primary stations are included in the analysis of all service scenarios between the start and end points of a

specific scenario. Secondary stations are included in local service scenarios. Tertiary stations are possible future/conditional stations that might be added to a rail system in conjunction with growth in ridership potential (jobs, housing, infrastructure development, land use changes, or transit connections) or may be utilized at special time periods (such as seasonal weekends or special events). If passenger rail service is implemented in the future, the actual number and exact location of station stops, as well as service hours would be reevaluated on a regular basis.

Next Steps

Utilizing the goals, evaluation framework and scenarios approved by the RTC last month, the consultant team is now developing ridership, cost, and revenue estimates for these five scenarios. The consultant team is also analyzing opportunities and constraints for various train technologies. These include track classification, frequency of passenger trains, freight use of the rail line, Federal Railroad Administration (FRA) compliance, short term capital costs and ongoing maintenance and operating costs, and other parameters. The draft study will be available for public review in Spring 2015.

SUMMARY

This report provides an update on the passenger rail transit study, including approved goals and objectives, evaluation measures, and service scenarios undergoing detailed analysis.

Attachments

1. Goals and Objectives
2. Evaluation Metrics
3. Service Scenarios, including potential station locations and maps

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Santa Cruz County Passenger Rail Study

DRAFT Project Goals & Objectives

Transportation Alternatives/Choices

GOAL 1: Provide a convenient, competitive and accessible, travel option

More Options Provide additional and competitive travel options to address the current and future needs of the community (including employment, school, visitor, shopping, recreational, neighborhood and other daily trips)
Ridership Increase the number of people using transit
Faster Travel Times Reduce how long it takes to get places
Transit Connections Connect to the existing (Metro) bus transit system
Bike & Walk Connections Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail or Rail-Trail)
Non-Drivers Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive
Visitors Expand options for visitors and tourists to reduce traffic congestion
Reliability Make it easier to predict how long it will take to get places (<i>Improve reliability of transit travel times</i>)


Sustainability

GOAL 2: Enhance communities & the environment, support economic vitality

Reduce Traffic Reduce the number of cars on Highway 1 and local roads
Climate Reduce fuel consumption, greenhouse gas emissions, and air pollution
Other Car Impacts Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl in other areas)
Serve Major Destinations Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities
Economy Support access to jobs, shopping, tourist, and other economic activity centers/opportunities
Revitalization Stimulate sustainable development and revitalization of areas near stations
Minimize Impacts Minimize negative impacts of trains on neighborhoods, adjacent property owners, and the environment (including traffic, noise, parking, construction, etc)
Safety Provide safety measure to avoid conflicts between trains & cars, bicyclists or pedestrians
Consistency Ensure consistency with local, regional, state, and federal plans and policies

Cost Effectiveness

GOAL 3: Develop a rail system that is cost effective and financially feasible

Cost to Benefit (Cost Effectiveness) Develop a rail system that is cost effective
Cost per Rider Generate sufficient ridership to minimize per rider and system costs
Existing Resources Optimize use of existing infrastructure
Financially Feasible Develop a system that keeps operating and capital costs to a minimum
Funding Options Identify service options that are competitive for local, state, & federal funding sources
Efficiencies Maximize operational efficiencies, build partnerships with public and private agencies, groups and interests


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Santa Cruz County Passenger Rail Study

Evaluation Criteria

Approved by RTC 9/4/14

Table 1: Criteria being used to compare different service scenarios.

Goal	Evaluation Measure	Evaluation Criteria	Methodology/Definition
Provide a convenient, competitive and accessible, travel option	Transit Operations and Performance	Travel time	Train travel time vs. auto travel time for specified origin/destination pairs
			Boardings per service mile or service hour
		Equity analysis	Serves low income/disadvantaged populations
	Connectivity/Quality of access	Quality of access	Number of households accessible within a 15-minute walk from a station
			Convenient, direct pedestrian/bicycle access between stations and adjacent land uses
		Transit Connectivity	Connectivity to local, regional, and state (intercity rail) transit services (e.g. METRO, Capitol Corridor, state rail, Hwy 17 Express bus)
Enhance communities, the environment, and support economic vitality	Livability and Commercial Vitality	Support/promote economic vitality	Economic benefits (ex. access to jobs and services, redevelopment and infill, attract visitors)
			Number of jobs accessible within a 15-minute walk from a station
	Neighborhood & Environmental Impacts	Traffic Impacts	Potential for traffic impacts at grade crossings, stations, etc.
		Environmental Benefits	Reduced VMT and greenhouse gas emissions
		Noise & Vibration	Noise/vibration impacts along corridor
		Parking	Parking demand and potential impact on areas near stations if not sufficient parking at station; land needed for park-and-ride/parking lots.
	Construction Impacts	Minimize impacts to homes/local businesses	Construction period length/intensity
Develop a rail system that is cost effective and financially feasible	Capital and operating costs	Capital cost	Total construction cost (includes design, construction, construction management, right-of-way, vehicles, support facilities-stations, parking, crossings, safety features, track improvements, sidings, etc.; and assume trail present)
		Operating and maintenance (O&M)	O&M cost per service mile or service hour
		Service efficiency and Cost effectiveness	Farebox recovery ratio (percent of operating costs paid for by passenger fares)
			Annualized/life cycle cost per trip (annualized capital cost over useful life + O&M ÷ annual trips)
	Funding Competitiveness	Funding potential of scenario	Ability to compete for local, state, federal funding sources (but not compete with METRO buses) for capital and O&M

*Quantitative or qualitative analysis would result in a high, medium, or low ranking for each criterion for alternatives analysis

Santa Cruz County Passenger Rail Study

Evaluation Criteria

Approved by RTC 9/4/14

Table 2: Criteria to be Addressed in Definition of Project/Alternatives.

Evaluation Measure	Criteria	Methodology/Definition	Way to Address in Study
Transit Operations and Performance	Travel Time	Travel time and speed	Include alternative travel time/speed data in description of each alternative
	Reliability	Travel time reliability	Include discussion of auto, bus, and rail reliability
	Ridership	Ridership (number of boardings)	Include alternative ridership data in description of each alternative
Connectivity/Quality of access	Local Transit	Impact on METRO bus system - Will this help or hurt METRO?	Covered under system connectivity and funding potential. Text will discuss where new bus connections would be needed and potential resource reallocation on parallel/redundant routes.
	Non-Motorized	Connectivity with rail trail, any impacts on planned rail trail and trail users	Include discussion of connectivity to trail and potential issues (sidings, stations) in project description
Capital and operating costs	Service Efficiency and Cost Effectiveness	Operating expense per unlinked passenger trip	Evaluation criteria captured with farebox recovery but will be described in description of each alternative
		Subsidy per passenger	Evaluation criteria captured with farebox recovery but will be described in description of each alternative
Neighborhood & Environmental Impacts	Safety	Avoid model conflicts, especially at railroad crossings. Ensure no increase in risk/transportation related fatalities and injuries. (e.g. train-car; train-bike/ped risk)	While this is a major issue of concern it would not differentiate between alternatives and text will include discussion of issues and how they can be addressed
Sustainable Communities	Regional, state, and federal goals	Ability to advance Regional Transportation Plan, local, state, and federal goals	Include discussion of ability to meet goals in project description

SANTA CRUZ COUNTY PASSENGER RAIL STUDY

SERVICE SCENARIOS

Approved for detailed analysis by RTC 9/4/14

ID	Scenario	Service Type	Service Spans	# of Stations	Preliminary Stations (#)	Investment Levels	Connections
1	Santa Cruz ↔ Capitola	Limited Express	▪ Weekend only	6-8	Westside Santa Cruz (2) Downtown Santa Cruz (4) Boardwalk (5) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11)	Low	▪ San Jose Diridon via Highway 17 Express ▪ Local Buses
2	Santa Cruz ↔ Watsonville (Limited)	Peak Express	▪ Weekday Peak only	4-8	Westside Santa Cruz (2) Bay Street/California-ST (3) Downtown Santa Cruz (4) 41st Ave. (9) Cabrillo (12) Watsonville (18)	Medium	▪ San Jose Diridon via Highway 17 Express ▪ Local Buses
3	Santa Cruz ↔ Aptos (Local)	Local Service	▪ Weekday ▪ Weekends	6-8	Westside Santa Cruz (2) Bay Street/California-ST (3) Downtown Santa Cruz (4) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11) 5th St/Cabrillo (12) + Possible extension to Aptos Village (14)	Medium	▪ San Jose Diridon via Highway 17 Express ▪ Local Buses

SANTA CRUZ COUNTY PASSENGER RAIL STUDY

SERVICE SCENARIOS

Approved for detailed analysis by RTC 9/4/14

ID	Scenario	Service Type	Service Spans	# of Stations	Preliminary Stations (#)	Investment Levels	Connections
4	Santa Cruz ↔ Watsonville	Expanded Local Service	<ul style="list-style-type: none"> ▪ Weekday ▪ Weekends 	10+	Westside Santa Cruz (2) Bay Street/California-ST (3) Downtown Santa Cruz (4) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11) Cabrillo (12) Aptos Village (14) Downtown Watsonville (18)	High	<ul style="list-style-type: none"> ▪ San Jose Diridon via Highway 17 Express ▪ Local Bus
5	Santa Cruz ↔ San Jose (via Pajaro)	Future Conditional* Regional Connector	<ul style="list-style-type: none"> ▪ Future Conditional 	11+	All stations between Santa Cruz and Pajaro (primary and secondary)	High	<ul style="list-style-type: none"> ▪ Future Bay Area regional (HSR/Caltrain at Gilroy, Capital Corridor/ Amtrak Coast Starlight at Pajaro, other regional systems connecting at San Jose Diridon)

Source: Fehr & Peers, 2014

Notes:

- # - Numbers next to "Preliminary Station" names reflect station numbers shown on maps and station list document
- * - Future Conditional: Includes stations to be added in-step with future demographic and economic growth
- ST - Bay/California would be School Term (ST) station with connections to UCSC

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TIERED STATION LIST

ID	Station Name	Station Type			Approximate Location	Notes/Alternative Location
		Primary	Secondary	Tertiary		
1	Davenport			X	Highway 1/ROW	
2	Westside Santa Cruz	X			Natural Bridges/ROW	Shaffer Rd.; Natural Bridges Dr.; Swift St.; Almar Ave.
3	Bay St./California (UC East)	ST	X		Bay St./California St.	Potentially primary during UCSC School term only
4	Downtown Santa Cruz	X			Pacific Ave./Center St (Depot Park)	Possible future connection to Hwy 17 Express Bus
5	Santa Cruz Boardwalk		X		Leibrandt Ave./ROW	Potentially weekend-only
6	Seabright		X		Seabright Ave./ROW	
7	Harbor/7th Avenue			X	7th Ave./ROW	
8	17th Avenue		X		17th Ave./ROW	
9	41st Avenue	X			41st Ave./ROW	
10	Jewell Box (Jade St Park/Cliff Dr.)			X	Nova Dr. / 47th Avenue	Cliff Dr. / 49th Avenue
11	Capitola Village/Depot Hill		X		Monterey Ave./Park Ave.	
12	New Brighton/Cabrillo	ST	X		New Brighton Rd./Cabrillo College Dr.	GYUMJZZJ]`U[Y#GhDU_f'8f
13	Seacliff Village #GHU`DUF_`x			X	State Park Dr.	Alternative Primary ST for Cabrillo
14	Aptos Village		X		Soquel Dr. / Aptos Creek Rd.	Trout Gulch Rd. /ROW
15	Seascape			X	Seascape Blvd./Rio del Mar Blvd.	Clubhouse Dr. / Sumner Ave.
16	La Selva/Manresa State Beach			X	San Andreas Rd./ROW	
17	Ohlone			X	Ohlone Parkway	Potential park-and-ride
18	Downtown Watsonville		X		W. Beach St./Walker St.	
19	Pajaro	X			Salinas Rd./Railroad Ave.	Serve once connection to other regional rail systems

ST= school term

BOLD=primary stations

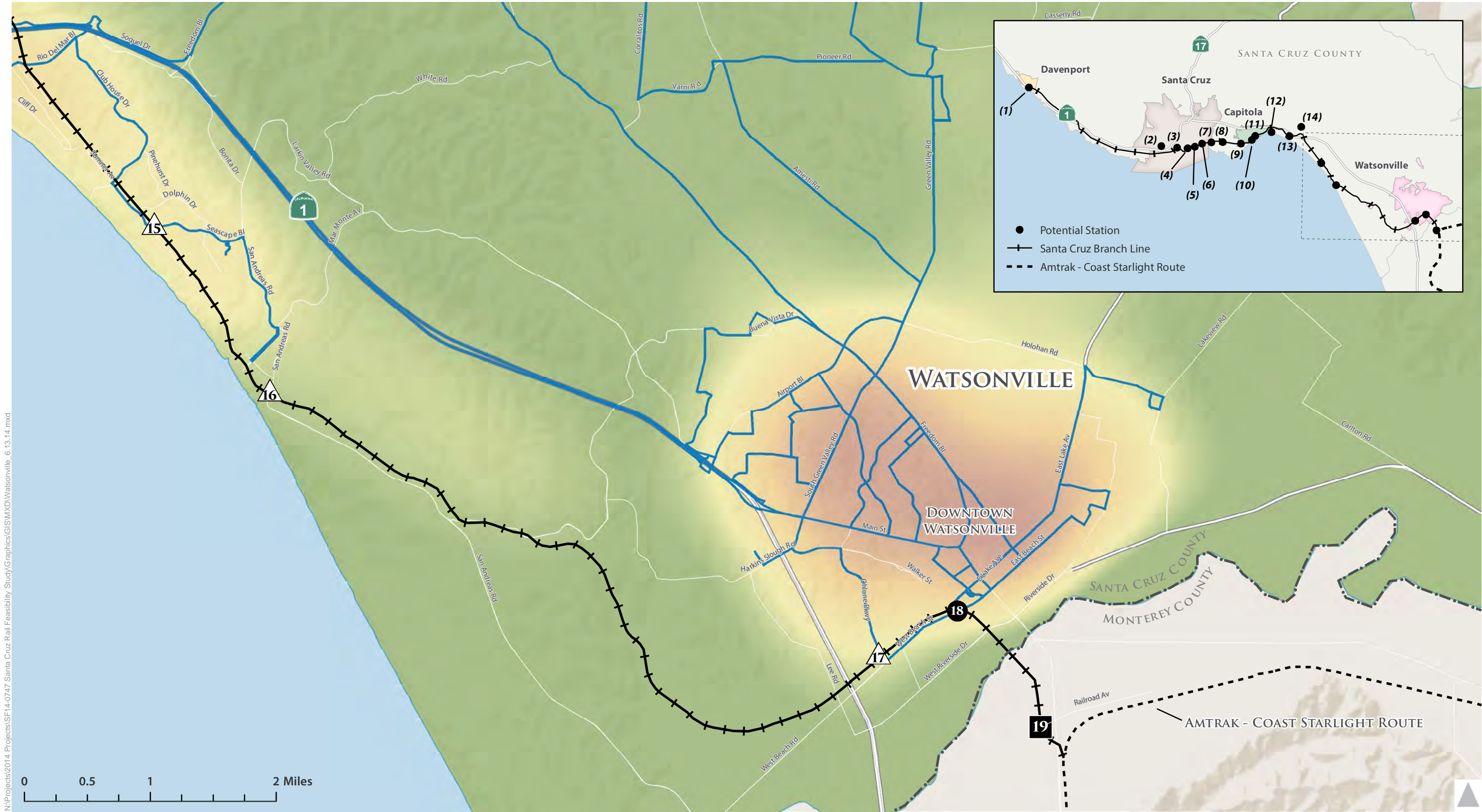
Fehr & Peers, 2014



- # Primary Station
- # Secondary Station
- # Tertiary Station
- +— Santa Cruz Branch Line
- Santa Cruz Metro Transit Routes
- Transit Likelihood: High [Color Scale] Low

* Transit Likelihood is a variable that captures population per acre, jobs per acre, land use diversity, street intersection density, and number of zero car households per census block group.

Figure 1
Transit Likelihood and Stations Map - Santa Cruz



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Primary Station # Secondary Station # Tertiary Station —+—+—+— Santa Cruz Branch Line — Santa Cruz Metro Transit Routes Transit Likelihood: High Low



* Transit Likelihood is a variable that captures population per acre, jobs per acre, land use diversity, street intersection density, and number of zero car households per census block group.

Figure 2
Transit Likelihood and Stations Map - Watsonville

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Active Transportation Program (ATP) Lessons Learned and Input for Cycle 2

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide feedback on the Active Transportation Program (ATP).

BACKGROUND

In 2013 the legislature created the Active Transportation Program (ATP), consolidating funds historically designated for the Bicycle Transportation Account (BTA) and Safe Routes to Schools grant programs with funds from the new federal Transportation Alternatives Program (TAP). The California Transportation Commission (CTC) is responsible for approving projects for these funds, with Caltrans administering much of the program.

The goals of the Active Transportation Program are to:

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

For the first statewide competition (Cycle 1), applications were submitted for 771 projects, requesting over \$1 billion in funds. In August 2014, the California Transportation Commission (CTC) programmed \$262 million in funds to 148 projects. Projects were selected based on average application scores from a multidisciplinary advisory group that included Caltrans and stakeholders representing local, regional and non-governmental entities. The list of projects approved for funds by the CTC in August 2014 and the applications for those projects are available online at: <http://www.catc.ca.gov/programs/ATP.htm>.

DISCUSSION

Caltrans and the CTC were under very tight timelines to adopt guidelines, develop and review applications, and program the first cycle of funds. Caltrans and the CTC plan to modify the guidelines, application, and evaluation process for Cycle 2 based on many of the lessons learned in the first cycle. **CTC staff is currently soliciting input on the ATP program and process.**

The CTC is tentatively scheduled to update the guidelines and issue the Call for Projects for Cycle 2 funds in March 2015, with applications likely due in May or June 2015, and CTC scheduled to approve the program of projects in October 2015.

For Cycle 1, local project sponsors submitted ATP applications for 11 projects. The CTC approved funding for only 3 projects in Santa Cruz County. Scores from individual members of the state review committee varied widely for local projects, from a low total score of 30 to a high of 89 (out of 100). The average scores from three review committee members determined project rankings in the state.

For the first cycle, project scores were based on the following criteria:

1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. (0-30 points)
2. Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. (0-25 points)
3. Public participation and planning (0 to 15 points)
4. Cost effectiveness (0 to 10 points)
5. Improved public health (0 to 10 points)
6. Benefit to disadvantaged communities (0 to 10 points)
7. Use of California Conservation Corps (CCC) or a certified community conservation corps (0 to -5 points)
8. Applicant's performance on past grants (0 to -10 points)

There has been significant interest from entities statewide in improving the ATP application and evaluation process for Cycle 2. **Staff recommends that ITAC members provide input on the process at this meeting and share information they have learned about the strengths and weaknesses of their individual project applications; indicate why some agencies did not apply for funds; and highlight challenges/concerns with the application or process that they would like to see addressed for Cycle 2. Staff recommends that ITAC members also begin to identify projects which would be good candidates for the Cycle 2 Active Transportation Program.**

The 711 applications submitted were split up and scored by 2 or 3 of approximately 50 individuals that volunteered to be on the state's review committee. At this ITAC meeting, review committee members Maura Twomey from AMBAG, Jeanie Ward-Waller from the Safe Routes to School National Partnership, and Caltrans will share their observations about Cycle 1, including information on some of the key characteristics of successful applications. Notably, these are not the individuals who reviewed Santa Cruz County projects.

SUMMARY

State legislation has consolidated funds from several bicycle and pedestrian programs into one new Active Transportation Program. Staff recommends that the ITAC discuss lessons learned in Cycle 1, as the state and project sponsors prepare for the Cycle 2 call for projects.



TO: Interagency Technical Advisory Committee (ITAC), SCCRTC
FROM: Bhupendra Patel, Ph.D. Senior Transportation Modeler, AMBAG
DATE: October 16, 2014
SUBJECT: Overview of AMBAG Regional Travel Demand Model (RTDM)

The Metropolitan Transportation Plan (MTP), Sustainable Communities Strategy (SCS), the Metropolitan Transportation Improvement Program (MTIP), and other transportation /development studies or projects rely heavily on the Travel Demand Model for predicting the impact of travel growth and evaluating potential transportation improvements including transit. It is also used to measure or estimate air pollutants by automobile traffic.

The AMBAG Regional Travel Demand Model (RTDM) comprises a large number of data files in order to represent the many facets of the transportation environment. These data sets provide assumptions on population, employment, income, roadway, and transit networks and transportation costs. Using this data the model estimates:

- Travel pattern and traffic congestion (Level of Service)
- Freight (truck) traffic
- Passengers riding existing and future transit services
- Air pollutants by automobile and truck traffic

The 2014 AMBAG RTDM is an entirely new travel demand model estimated and calibrated to 2010 conditions using data from the 2010 California Household Travel Survey (CHTS), Census, employment, and traffic data from that same year. The model utilizes innovative techniques to capture travel behavior at a more individual-based level and incorporates disaggregate level data into some of the modeling stages. The primary reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and as such includes models for Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

The new model represents a significant improvement in functionality to the previous RTDM. The updated AMBAG RTDM has implemented most of the short-term and medium-term model improvement recommendations from the 2011 Travel Model Improvement Program (TMIP) peer review. A peer review of the updated RTDM took place in August of 2013. The model was used to develop AMBAG's 2014 MTP/SCS as well as county level Regional Transportation Plans (RTPs).

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Grace Blakeslee, Transportation Planner
RE: Draft Updates to CEQA Guidelines on Transportation Impact Analysis (SB 743)

RECOMMENDATION

This item is for information only.

BACKGROUND

Currently, environmental review of the transportation impacts of projects focuses on the delay that vehicles experience at intersections and on roadway segments, often measured using a “level of service” (LOS) metric. Identifying reduced level of service as an environmental impact under CEQA can mischaracterize infill, transit, biking and walking projects as detriments, as they may reduce LOS for vehicles. Mitigation for increased delay often involves increasing capacity for vehicles (i.e. the width of a roadway or size of an intersection), which in some cases can increase emissions and discourage alternative forms of transportation.

In response to these issues, SB743 (Steinberg, 2013) requires the Governor's Office of Planning & Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to LOS for evaluating transportation impacts of projects, particularly within areas served by transit, also known as transit priority areas. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.

DISCUSSION

On August 8, 2014, OPR released its “Updating Transportation Impacts Analysis in the CEQA Guidelines - **Preliminary discussion draft** of Updates to the CEQA Guidelines Implementing SB 743” for review and comment. The comment period for this discussion draft has been extended to November 21, 2014. The guidelines are online at: http://www.opr.ca.gov/s_sb743.php.

OPR proposes to add a new section (Section 15064.3) and to amend Appendices F and G of the CEQA Guidelines. The purpose of the new Section 15064.3 draft CEQA Guidelines is to require lead agencies to consider the amount and distance of automobile travel that plans and projects generate and to consider the effects of the project on transit and other roadway user safety. The intended purpose of this change is to promote infill and transit-oriented development patterns that reduce overall VMT and therefore vehicle greenhouse gas emissions.

The new standards would take effect within transit priority areas identified in the Sustainable Communities Strategy (SCS) immediately upon finalization of the Guidelines amendments and

throughout the rest of the state (i.e., outside of transit priority areas) on January 1, 2016. CEQA Guidelines will apply prospectively to new projects that have not already commenced environmental review.

A summary of OPR changes under the new CEQA Guidelines is below.

- The measure of transportation impacts for purposes of environmental analysis of plans and projects under CEQA would change from measures of congestion and delay, such as level of service (LOS), to average vehicle miles traveled (VMT). OPR recommends the VMT measure as a way to capture the amount and distance that a project might cause people to drive.
- A project's effect on automobile delay would no longer be considered as part of CEQA environmental analysis.
- Impacts to transit and safety of other roadways are relevant factors in environmental impact analysis.
- Air quality and noise impacts related to transportation may still be relevant in the CEQA analysis.
- The regional average for VMT may be utilized to establish a significant threshold of impacts under CEQA.
- Potential growth-inducing impacts within the transportation analysis when a project would add new physical roadway capacity in a congested area should be considered.
- Potential mitigation measures for reducing VMT are provided in Appendix F.

In previous discussions, ITAC raised concerns about a change from LOS to VMT as a measure of transportation impacts under CEQA due to technical requirements for assessing VMT. The **Preliminary discussion draft** of Updates to the CEQA Guidelines Implementing SB 743 provides examples of calculating VMT for projects, Appendix C, and a sample trip-based VMT Calculation, Appendix D. Example calculations allow for practitioners to incorporate current ITE trip generations rates into VMT calculation.

Also in previous discussions, ITAC raised concerns regarding impacts to traffic impact fee programs linked to LOS measures. The **Preliminary discussion draft** of Updates to the CEQA Guidelines Implementing SB 743 clarifies that while “automobile delay will not be treated as a significant impact under CEQA, cities and counties may still require projects to achieve levels of service designated in general plans or zoning cones.”

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.

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Cap and Trade Program Updates

RECOMMENDATION

Staff recommends that Interagency Technical Advisory Committee (ITAC) member agencies provide input on the Cap and Trade: Affordable Housing and Sustainable Communities program draft guidelines and identify transportation projects that would likely compete for Cap and Trade funds that will serve areas or individuals that are typically considered “disadvantaged”, though may not meet the CalEPA definition.

BACKGROUND

In June 2014 the California Legislature approved, and the Governor signed, the FY14/15 Budget Act and SB 862, a budget trailer bill, that put in place both a short-term and a long-term plan for the expenditure of proceeds derived from cap-and-trade auction sales. The FY14/15 Budget contains a one-time appropriation of \$872 million in cap-and-trade auction proceeds, while SB 862 establishes a framework for the future investment of these revenues, as shown below and summarized in Attachment 1.

- Affordable Housing and Sustainable Communities Program (AHSC): \$130 million in FY15; 20% of all future proceeds. Eligible projects include: public transit capital; pedestrian and bicycle facilities; transit-oriented development; complete streets; planning to support the implementation of a sustainable communities strategy; and affordable housing (at least 50% of funds).
- Low-Carbon Transit Operations Program: \$25 million in FY15; 5% of all future cap-and-trade auction proceeds, beginning in FY16 to be distributed by formula to transit agencies statewide.
- Transit and Intercity Rail Capital Program: \$25 million in FY 15; 10 percent of all future cap-and-trade auction proceeds.
- High-Speed Rail: \$250 million in FY15; 25% in future years
- Miscellaneous: For FY15, \$197 million to the California Air Resources Board (CARB) to augment its existing programs for providing rebates for zero-emission cars, as well as vouchers for hybrid and zero-emission trucks and buses. Beginning in FY 2016, distribution of 40% of proceeds to be determined by the Legislature during the annual budget process.

DISCUSSION

Guidelines for each program are being developed by the state agencies that are tasked by SB 862 to implement them. In addition, the California Air Resources Board (CARB), in conjunction with the

California Environmental Protection Agency (CalEPA), is required to craft guidelines related to certain elements that would govern all of the programs created by SB 862, such as the identification of disadvantaged communities, a process for determining how investments would benefit those communities, and standardized methods for measuring greenhouse gas emissions reductions and other co-benefits.

During the month of August, the Strategic Growth Council held three public workshops on the Affordable Housing and Sustainable Communities Program (AHSC), while CalSTA and Caltrans conducted a series of joint workshops on the Low Carbon Transit Operations, and Transit and Intercity Rail Capital Programs. In each case, the purpose of the workshops was to receive public input prior to the development of draft program guidelines. The Strategic Growth Council, CalSTA and Caltrans all have established a goal of having final program guidelines in place by January 2015. Once these three agencies have finalized their program guidelines, they will issue a call for projects for this first year of funding.

This fall, CARB is beginning to work on “full funding guidelines” to be adopted in mid-2015. The full funding guidelines will provide direction to state administering agencies regarding methods to be used to quantify greenhouse gas emissions reductions and other co-benefits for proposed projects. In addition, this document will spell out metrics for tracking and reporting investments in disadvantaged communities. The interim guidance will be incorporated into the full funding guidelines. CARB intends for state administering agencies to begin using the full funding guidelines in FY 2016.

Affordable Housing and Sustainable Communities Program

The Strategic Growth Council (SGC) recently released draft guidelines for the Affordable Housing and Sustainable Communities Program (AHSC). SGC has delegated the administration of the program to the Department of Housing and Community Development (HCD) and has modeled the program after other programs managed by the state, such as the Proposition 1C Transit-Oriented Development and Infill Infrastructure Programs, and the Williamson Act Agricultural Land Preservation Program. The draft guidelines and information on SGC workshops on the guidelines are online at: http://sgc.ca.gov/s_ahscprogram.php. Workshops in Northern California are being held on October 24 in Oakland and October 28 in Sacramento; pre-registration is required. RTC staff will provide a summary of the draft guidelines at this meeting. **Staff encourages local agencies to review and submit comments on the draft guidelines to SGC by the October 31 deadline.** SGC is scheduled to adopt the guidelines on December 11, 2014.

Defining Disadvantaged Communities

Meanwhile, CARB and CalEPA have been seeking public input on a methodology for identifying disadvantaged communities. While SB 862 establishes specific targets for some individual programs, SB 535 (de Leon) sets the overall goal of directing at least 25 percent of all cap-and-trade auction proceeds to projects that would not only reduce greenhouse gas emissions, but also provide a benefit to disadvantaged communities, with a minimum of 10 percent going for projects that are physically located within such a community. Enacted in 2012, SB 535 charges CalEPA with identifying disadvantaged communities for this purpose based on geographic, socioeconomic, public health, and environmental hazard criteria.

In August, CalEPA released a report entitled “Approaches to Identifying Disadvantaged Communities.” This report discusses various options for configuring a tool called CalEnviroScreen using different inputs to identify disadvantaged communities pursuant to SB 535. CalEnviroScreen was initially developed several years ago by the Office of Environmental Health Hazard Assessment to

identify communities in the state that are most burdened by pollution and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health. While CalEnviroScreen was not specifically designed to implement SB 535, both CARB and CalEPA have determined that it is an appropriate tool to use to identify disadvantaged communities for this purpose.

CalEnviroScreen relies on data generated from 19 different variables to come up with a score for every census tract in the state. These variables fall into two broad areas: (1) pollution exposure and environmental effects; and (2) population characteristics and socioeconomic factors. CalEPA's "Approaches to Identifying Disadvantaged Communities" report outlines five different ways to combine the different CalEnviroScreen variables to determine an overall score for each census tract to be compared with a yet-to-be-determined threshold. Census tracts with scores above the threshold (i.e., the top 20 percent) would be identified as disadvantaged communities for the expenditure of cap-and-trade auction proceeds.

CARB released and held a series of public workshops on a second document called "Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies." The draft document provides state administering agencies with interim guidance on how to maximize the benefits of investments made with FY 2015 cap-and-trade auction proceeds to disadvantaged communities. It outlines criteria to be used by state administering agencies to determine if a proposed project "is located in" or "provides benefits to" a disadvantaged community.

Last month, RTC staff submitted a letter to CalEPA and CARB expressing our serious concerns that most (if not all) of Santa Cruz County's disadvantaged communities would not meet the definitions initially proposed by CalEPA for Cap-and-Trade programs, and that agencies in our region would be excluded from competing for a significant portion of the funds if current proposals are implemented ([Attachment 2](#)). **Staff requests that ITAC members identify transportation projects that would help reduce greenhouse gas emissions and serve areas or individuals that are typically considered "disadvantaged", though may not meet the CalEPA definition of disadvantaged.**

SUMMARY

In June 2014 the California Legislature adopted, and the Governor signed, a budget for FY14/15 that includes the first investment plan for Cap and Trade auction revenues. This report outlines the main points related to transportation, summarizes key programs, and the process.

Attachments

1. Summary of Cap and Trade transportation programs
2. RTC [Letter](#) on Disadvantaged Communities definition

Credit: A majority of this report was excerpted from a report prepared by the Santa Clara Valley Transportation Authority (VTA)

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Summary of Cap and Trade Transportation Programs

Affordable Housing and Sustainable Communities Program: The Budget Act appropriates \$130 million to a new Affordable Housing and Sustainable Communities Program in FY 2015. Meanwhile, SB 862 sets aside 20 percent of all future cap-and-trade auction proceeds, beginning in FY 2016, for this program. The Affordable Housing and Sustainable Communities Program will provide grant funds on a competitive basis for projects that reduce greenhouse gas emissions through the implementation of land-use, housing, transportation, and agricultural land preservation practices that support infill and compact development. Under the provisions of SB 862, the types of projects that would be eligible for funding include: affordable housing that supports infill and compact development; public transit capital projects and programs that support ridership; pedestrian and bicycle facilities; transit-oriented development; complete streets; acquisition of easements to protect agricultural lands; and planning to support the implementation of a sustainable communities strategy. The Strategic Growth Council will be responsible for developing and administering the Affordable Housing and Sustainable Communities Program. The council is required to coordinate with metropolitan planning organizations (MPOs) and other regional agencies to identify and recommend projects for funding. SB 862 establishes a goal of spending 50 percent of available funding to benefit disadvantaged communities. In addition, at least half of the money must be used for affordable housing projects.

Low-Carbon Transit Operations Program: The Budget Act appropriates \$25 million in FY 2015, while SB 862 dedicates 5 percent of all future cap-and-trade auction proceeds, beginning in FY 2016, to a new Low Carbon Transit Operations Program. This formula-based program will provide operating and capital assistance to public transit agencies to reduce greenhouse gas emissions, improve mobility, and enhance or expand service to increase mode share. Funding will flow to public transit agencies according to the State Transit Assistance Program (STA) formula. For public transit agencies whose service areas include disadvantaged communities, at least 50 percent of their funding must be used for projects or services that benefit those communities. Caltrans will serve as the grant administrator for the Low-Carbon Transit Operations Program, and will be responsible for reviewing and approving the proposed list of expenditures submitted by each public transit agency for its formula share of the funding.

Transit and Intercity Rail Capital Program: The Budget Act appropriates \$25 million in FY 2015, while SB 862 allocates 10 percent of all future cap-and-trade auction proceeds, beginning in FY 2016, to a new Transit and Intercity Rail Capital Program. This competitive grant program is intended to fund capital improvements and operational investments that will reduce greenhouse gas emissions, and modernize intercity, commuter and urban transit systems. The California State Transportation Agency (CalSTA) will be responsible for developing and adopting guidelines for the Transit and Intercity Rail Capital Program, evaluating applications based on those guidelines, and submitting a list of projects recommended for funding to the California Transportation Commission (CTC). The CTC will award grants to eligible applicants using the list prepared by CalSTA. SB 862 requires 25 percent of the money allocated to the Transit and Intercity Rail Capital Program to be spent in a way that benefits disadvantaged communities.

High-Speed Rail: For FY 2015, the Budget Act appropriates \$250 million in cap-and-trade auction proceeds for the construction of the initial piece of the state's proposed high-speed rail system in the Central Valley, and for further environmental and design work related to other segments of the project. In addition, SB 862 allocates 25 percent of the annual amount of cap-and-trade auction proceeds to high-speed rail, beginning in FY 2016.

Miscellaneous: The FY 2015 Budget Act appropriates \$197 million to the California Air Resources Board (CARB) to augment its existing programs for providing rebates for zero-emission cars, as well as vouchers for hybrid and zero-emission trucks and buses. Beginning in FY 2016, SB 862 calls for setting aside 40 percent of annual cap-and-trade auction proceeds for low-carbon transportation, as well as for energy efficiency, clean energy, weatherization, wetlands and coastal watersheds, fire prevention and urban forestry, and waste diversion. How much would be appropriated in any given fiscal year to each of these categories would be determined by the Legislature during the annual budget process.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

September 15, 2014

Matt Rodriquez
Secretary
California Environmental Protection Agency
1515 Clay Street, Suite 1600
Oakland, CA 94612

Mary D. Nichols
Chairman
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: **“Disadvantaged Communities” and Cap & Trade Programs**

Dear Mr. Rodriquez and Ms. Nichols:

Thank you for the opportunity to review and provide input on California Environmental Protection Agency and California Air Resources Board proposals for investing Cap-and-Trade auction proceeds in disadvantaged communities. As the Regional Transportation Planning Agency (RTPA) and Local Transportation Commission for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is working to reduce greenhouse gas emissions (GHG) and expand travel options, access, and mobility, especially for transportation disadvantaged communities. While many residents of Santa Cruz County are considered disadvantaged under a wide range of definitions, it appears that most (if not all) of Santa Cruz County’s disadvantaged communities would not meet the definitions initially proposed by CalEPA for Cap-and-Trade programs, and would be excluded from competing for a significant portion of the funds if current proposals are implemented. This could mean millions in lost funds for transportation, housing, agriculture, health, social services and other important programs in Santa Cruz County.

RTC staff appreciates the opportunity to work with CalEPA, ARB, and other state agencies to ensure that the definition of disadvantaged communities (DAC) established for Cap-and-Trade programs are effective in achieving the goals of the Cap and Trade programs and SB535 and do not result in the exclusion of communities that are truly disadvantaged. As guidelines for the Cap-and-Trade programs are refined, RTC staff respectfully request your consideration of the following comments, concerns and suggestions in order to ensure that Santa Cruz County’s disadvantaged populations can benefit from cap-and-trade programs.

- CalEnviroScreen 2.0 (CESv2) is helpful at evaluating how some areas of the state are impacted by a wide range of geographic, socioeconomic, public health and environmental hazard criteria. However, the proposed methods for weighting a broad range of CalEnviroScreen criteria and averaging of conditions in relatively large areas (census tract) will entirely omit many, disadvantaged populations around the state. Many excluded areas in Santa Cruz County actually do have populations that should be recognized as “disadvantaged”, and are recognized as such under most understandings of the term. This includes definitions of disadvantaged set by U.S. HUD for CFBG, UC Davis Center for Regional Change metrics (ratio of low-wage jobs to affordable housing units), the California Department of Water Resources, California Transportation Commission (CTC), and U.S. DOT.
- SB535 notes that criteria for identifying disadvantaged communities could include: areas with concentrations of people that are of low income, have high unemployment, have low levels of home ownership, have a high rent burden, are in sensitive populations, or have low levels of educational attainment, or are in areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure or environmental degradation. **Therefore, groups experiencing any one or more of these challenges should be defined as disadvantaged for the purpose of the cap and trade program.** However, while Santa Cruz County residents face many of the disadvantages identified in SB535, the averaging of a wide range of criteria to determine an overall CalEnviroScreen score omits nearly all health-impacted and transportation disadvantaged communities in Santa Cruz County that are in need of the benefits that SB 535 envisioned.
- We further recommend that factors such as cost-of-living, housing affordability, eligibility of students for free and reduced priced lunches, and adjusted median income be added as measures for identifying disadvantaged communities and individuals.
- **Averaging conditions on a census tract level also does not recognize the fact that in Santa Cruz County disadvantaged populations are not necessarily as segregated, especially at the census tract level, as in perhaps some other communities or counties, but rather living and working throughout our county or sometimes concentrated in areas which are significantly smaller than the census tract level.** While the use of census tracts as the geographic scale provides a more precise screening of pollution burdens and vulnerabilities in communities than ZIP code, in Santa Cruz County even census tracts are too high of a scale to identify seriously disadvantaged communities.
- Regarding the “Recommendations for Administering Agencies to Maximize Funding to Benefit Disadvantaged Communities” identified in the CARB Draft SB535 Guidance, the strategies identified could result in not just 25% of funds going to disadvantaged communities, but rather only projects that are also in state defined disadvantaged communities from receiving funding. We also recommend that agencies first rank applications based on their greenhouse gas and transportation merits, and then if the 25% goal is not reached, considers projects that fall “below the line” if they will help ensure the 25% goal is met.

- Regarding “Draft Criteria to Evaluate Projects” for transit and sustainable communities programs: In assessing which projects benefit disadvantaged communities, **requiring projects to be within ½ mile of a DAC too narrowly defines what “benefits” disadvantaged communities.** One key to helping communities economically and to reducing GHG emissions simultaneously is to reduce vehicle miles traveled by expanding transportation options, often times along corridors, and promoting affordable housing closer to where members of disadvantaged communities work, not necessarily where they reside now. Consideration should also be given to some projects which serve transportation disadvantaged individuals regardless of the census tract where those lives. These disadvantages may relate to income, age, disabilities, language ability, and automobile ownership among other factors.

As noted in the CalEnviroScreen 2.0 Guidance and Screening Tool Final Report document, “it is important to remember that CalEnviroScreen provides a broad environmental snapshot of a given region. While the data gathered in developing the tool could be useful for decision makers when assessing existing pollution sources in an area, more precise data are often available to local governments and would be more relevant in conducting such an examination...it is important to note some of its limitations. The tool’s output provides a relative ranking of communities based on a selected group of available datasets, through the use of a summary score...Further, as a comparative screening tool, the results do not provide a basis for determining when differences between scores are significant in relation to public health or the environment.”

Therefore, we urge that common sense definitions of “disadvantaged communities”, consistent with SB 535, which rely on basic population characteristics, and that avoid bias and geographic inequity be used. **CESv2 should not be used exclusively to define disadvantaged communities, but rather we urge the adoption of guidelines that include a broader, socioeconomic understanding of “disadvantaged communities”, and allow project applicants to submit for consideration an assessment of why the community should be considered disadvantaged, even if the community does not meet the CalEPA definition.** We similarly encourage ARB to make certain that incentives for projects to “benefit” disadvantaged communities are in alignment with the larger goals of AB 32 to reduce GHG emissions.

Thank you again for the opportunity to comment and please do not hesitate to contact me with any questions.

Sincerely,



George Dondero
Executive Director

cc: Bill Monning, 17th Senate District
Mark Stone, 29th Assembly District
Luis A. Alejo, 30th Assembly District
Bill Higgins, CALCOG Executive Director

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DATE: October 16, 2014

TO: Interagency Technical Advisory Committee

FROM: Rachel Moriconi, Senior Transportation Planner

RE: California Strategic Highway Safety Plan

RECOMMENDATION

Staff recommends that Interagency Technical Advisory Committee (ITAC) members participate in Caltrans meetings on the Strategic Highway Safety Plan (SHSP) update, as well as provide input on the plan.

BACKGROUND

The Federal Transportation Act requires each state to regularly update its Strategic Highway Safety Plan (SHSP), which identifies and analyzes safety problems and opportunities. The availability of Highway Safety Improvement Program (HSIP) funding is tied to meeting goals in documenting and addressing challenge areas, in order to make significant progress in reducing transportation-related fatalities and injuries.

DISCUSSION

Caltrans is currently updating the Strategic Highway Safety Plan, last adopted in 2006. A goal for the SHSP is to coordinate statewide programs in order to more effectively reduce transportation fatalities and injuries. The plan covers all roads and road users, not just state highways and automobiles. The plan includes a variety of approaches for reducing the number of severe incidents, including engineering and infrastructure, behavior, emergency response, post crash survivability, youth driver training and other projects and programs.

Caltrans will release the draft SHSP in December 2014, with the plan scheduled to be finalized by summer 2015. Several groups are involved in developing the plan including Caltrans, the California Highway Patrol, the National Highway Traffic Safety Administration, the California State Automobile Association, regional agencies, local jurisdictions (law enforcement, fire, public works, health, etc), advocacy groups, and educators.

The attached materials provide additional information on the program and webinars that will be held to solicit input on specific subject areas. Additional information is online at:
<http://www.dot.ca.gov/hq/traffops/shsp/>.

Staff recommends that Interagency Technical Advisory Committee (ITAC) members provide input to Caltrans on the Strategic Highway Safety Plan (SHSP) update.

Caltrans encourages agencies to sign up to receive updates on the plan, submit comments and ideas to SHSP@dot.ca.gov, share information about safety challenges in your areas (e.g. particular crash issues and contributing factors), and encourage community members to also contact Caltrans directly about safety concerns.

SUMMARY

The federal transportation act requires each state to adopt and regularly update a Strategic Highway Safety Plan (SHSP) to be eligible for federal Highway Safety Improvement Program funding. The California SHSP is currently being updated. Local agencies are encouraged to participate in state meetings on the update.

Attachments:

1. Strategic Highway Safety Plan (SHSP) [Fact Sheet and Webinar Schedule](#)
2. SHSP [Frequently Asked Questions](#)
3. Strategic Highway Safety Plan (SHSP) [Presentation Slides](#)

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California Strategic Highway Safety Plan

Updating the SHSP

California is updating our Strategic Highway Safety Plan (SHSP). The state has had great success over the last five years developing and implementing the SHSP, but now it is time to pause, evaluate, and chart a course to continue reducing traffic related fatalities and serious injuries.

Your support as leaders is critical to this process.

With your insight, commitment, and support we will be able develop a second-generation plan that will keep us focused on the right strategies, continue our safety progress, and ensure that our work covers all roads within California. Some of our activities over the next several months include:

Conducting an analysis of SHSP process strengths, weaknesses, opportunities, and threats (SWOT) related to highway safety:

- What worked well under the last plan?
- What are the areas of improvements going forward?
- A series of interviews and an online survey of what stakeholders think of our safety efforts to date.

Collecting, analyzing, and presenting data on our most serious traffic safety problems.

Leveraging other planned statewide and regional meetings to educate partners and other stakeholders about the SHSP and why we need their involvement in updating the plan.

Promoting opportunities at statewide webinars and two Safety Summits for input on strategies to include in the SHSP.

Coordinating the SHSP with other statewide plans such as:

- The California Transportation Plan,
- The Highway Safety Improvement Program, and
- The Highway Safety Plan.

Developing a roadmap to improve traffic safety over the next five years.

SAVE the DATES

Create a California Culture of Safety

WHAT ARE YOUR IDEAS FOR SAFETY ON OUR ROADWAYS?

California is conducting an update of its Strategic Highway Safety Plan (SHSP) to reduce fatalities and serious injuries on all public roads in California. As part of the update process, the California SHSP update team is seeking public input on how to improve safety on the roadways. Please join us for one - or several - of the following webinars or Safety Summits to let us know your ideas for promoting a culture of traffic safety in our state.

Webinars

Tribal Road Safety Webinar

Tuesday, October 28, 2014, 10 a.m.-12 p.m. PDT
<https://www3.gotomeeting.com/register/748923310>

Focus Populations Webinar

(younger, older, and commercial drivers and motorcyclists)
Tuesday, October 28, 2014, 2-4 p.m. PDT
<https://www3.gotomeeting.com/register/644011454>

Driver Behavior Webinar

(impaired driving, seat belts, speeding, distracted driving)
Wednesday, October 29, 2014, 10 a.m.-12 p.m. PDT
<https://www3.gotomeeting.com/register/846173870>

Infrastructure and Operations Webinar

(intersections and roadway departure)
Wednesday, October 29, 2014, 2-4 p.m. PDT
<https://www3.gotomeeting.com/register/789652342>

Vulnerable Road Users Webinar

(bicycle and pedestrian)
Thursday, October 30, 2014, 10 a.m.-12 p.m. PDT
<https://www3.gotomeeting.com/register/909221630>

Emergency Medical Services Webinar

Thursday, October 30, 2014, 2-4 p.m. PDT
<https://www3.gotomeeting.com/register/372661422>

Summits

Southern California

November 12, 2014
8:00 a.m.-1:00 p.m.
California State University, Los Angeles
Golden Eagle Student Union

Northern California

November 14, 2014
8:00 a.m.-1:00 p.m.
California State University, Sacramento
University Union Ballrooms 2 & 3

To register, visit:

<http://www.surveymzmo.com/s3/1821831/>
California-SHSP-Development-Summits

For more information, contact:

Ursula Stuter, Caltrans
(916) 654-6101
ursula.stuter@dot.ca.gov

or

Audrey Wennink
Cambridge Systematics, Inc.
(312) 665-0218
awennink@camsys.com

The webinars and summits are **FREE**. There is no cost to participate. Preregistration is required so click on the interactive webinars and summit you want to attend.



<http://www.dot.ca.gov/hq/traffops/shsp/>



California Strategic Highway Safety Plan

Frequently Asked Questions

What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a major component and requirement of the Federal Highway Safety Improvement Program (HSIP). It is a statewide coordinated plan that provides a comprehensive framework for reducing traffic-related fatalities and serious injuries across all modes, and on all public roadways. It is designed to drive HSIP investment decisions and be coordinated with other safety funding plans including the Highway Safety Plan (HSP) and the Commercial Vehicle Safety Plan (CVSP).

Does the SHSP influence safety funding decisions?

The SHSP is part of the HSIP which provides funding for mainly engineering related safety improvements. Behavioral safety projects can be funded through the HSIP, but most of behavioral related programs are funded through the HSP, which is managed by the state's Highway Safety Office. The Federal Moving Ahead for Progress in the 21st Century (MAP-21) law requires that projects listed in the state's annual HSIP be reflected in the overall SHSP. The same is not true for the HSP, although the law does require that the two plans be coordinated. Funding is available through the HSIP and HSP but not directly through the SHSP.

Who is leading the SHSP update?

The SHSP Executive Leadership Committee and the SHSP Steering Committee oversee the update process. Members of both committees come from public and private sector agencies and organizations with an interest in traffic safety including:

American Traffic Safety Services Association
California Highway Patrol
California League of Cities
California Police Chiefs Association
California State Association of Counties
California State Transportation Agency
Caltrans

County Engineers Association of California
Department of Alcoholic Beverage Control,
Department of Motor Vehicles
Department of Public Health
Emergency Medical Services Authority
Metropolitan Transportation Commission
Southern California Association of Governments

The Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration are also represented on the SHSP Executive Leadership Committee.

What are the dates and locations for the Safety Summits?

In Southern California, the Summit will be held on November 7, 2014 from 8:30 am to 5:00 pm at the Sheraton Park Hotel in Anaheim. In Northern California, the Summit will be held November 14, 2014 from 8:30 am to 5:00 pm at the Holiday Inn Capitol Plaza in Sacramento.

When will the SHSP update be completed?

The draft SHSP update will be completed in December 2014. It will undergo internal and SHSP Steering Committee review through February 2015. The draft will be available for broader agency and public review in March 2015. The final updated SHSP is anticipated by April 2015.

Is the SHSP coordinated with California's Active Transportation Program?

Non-motorized/active transportation is a major investment priority in California. All roadway transportation modes, including walking and bicycling, are considered through the SHSP process.

Will regional agencies be interested in the SHSP?

Yes! Metropolitan and rural transportation planners who participate in the SHSP update and implementation processes are better positioned to advance safety planning in their regions. Participation benefits include the following:

- 1) Collaborative Environment – SHSP participants gain first-hand knowledge of and input into statewide safety priorities, performance measures and targets, and safety funding. Participants learn how to align regional safety planning efforts with statewide efforts, in particular on MAP-21 safety performance requirements.
- 2) Opportunity to Express Regional and Local Concerns – Participants can provide analysis and additional information regarding regional and local safety priorities. Such input increases the likelihood that an emphasis area or strategy is included in the SHSP, also opening the door to receive safety funding.
- 3) Introductions to Safety Planners – Knowing who in California manages the SHSP, safety programming, crash data collection, and safety-related analysis provides transportation planners with additional staff resources to address safety concerns.
- 4) Access to Crash Data - The SHSP is a data-driven process, so participants learn what safety data are available, how to access and use it, and resource availability for regional level analyses.
- 5) Access to and Understanding of HSIP Funding –HSIP eligibility is directly linked to SHSP emphasis areas and strategies. Understanding the types of projects eligible for funding and how they are prioritized will help planners when identifying RTP and TIP projects. Sharing the information with local member jurisdictions will assist with their project identification processes.

Further, MAP-21 requires Metropolitan Planning Organizations (MPO) to establish performance measures and targets to track progress in seven national goal areas, one of which is safety. MPOs will identify performance measures and targets during the transportation planning processes and coordinate efforts with statewide activities such as the SHSP.

Will local jurisdictions be interested in the SHSP?

Yes! Local agency staff and elected officials can benefit from exposure to the SHSP's safety planning process. In California, fifty percent of HSIP funds are dedicated to local roads, but small staffs and competing priorities in local jurisdictions may inhibit a comprehensive understanding of the benefits of road safety improvements. Participation in the SHSP process provides access to information and resources that will assist local jurisdictions in identifying and solving traffic safety related problems on the roadways in their jurisdiction.



California Strategic Highway Safety Plan Update

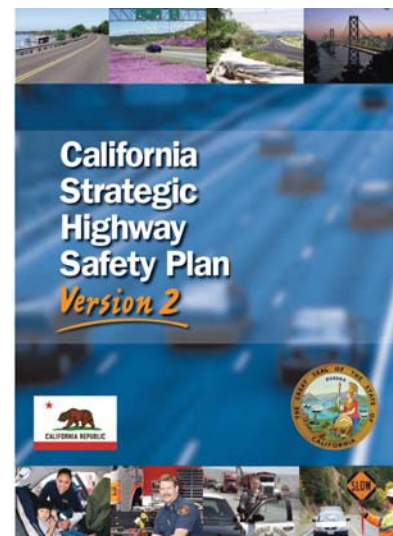


Santa Barbara County Association of Governments (SBCAG)
Transportation Technical Advisory Committee
Thursday, September 4, 2014



SHSP Overview

- Guides safety activities for all roadway users
- Addresses safety on all public roads
- Strategic, data-driven process
- Required by Federal Highway Administration



Human Costs

- ◆ Over 2500 people die
- ◆ Nearly 11,000 are seriously injured

Economic Costs

- ◆ More than \$22 million
- ◆ \$608 per capita
- ◆ Less funding for roads, schools, communities

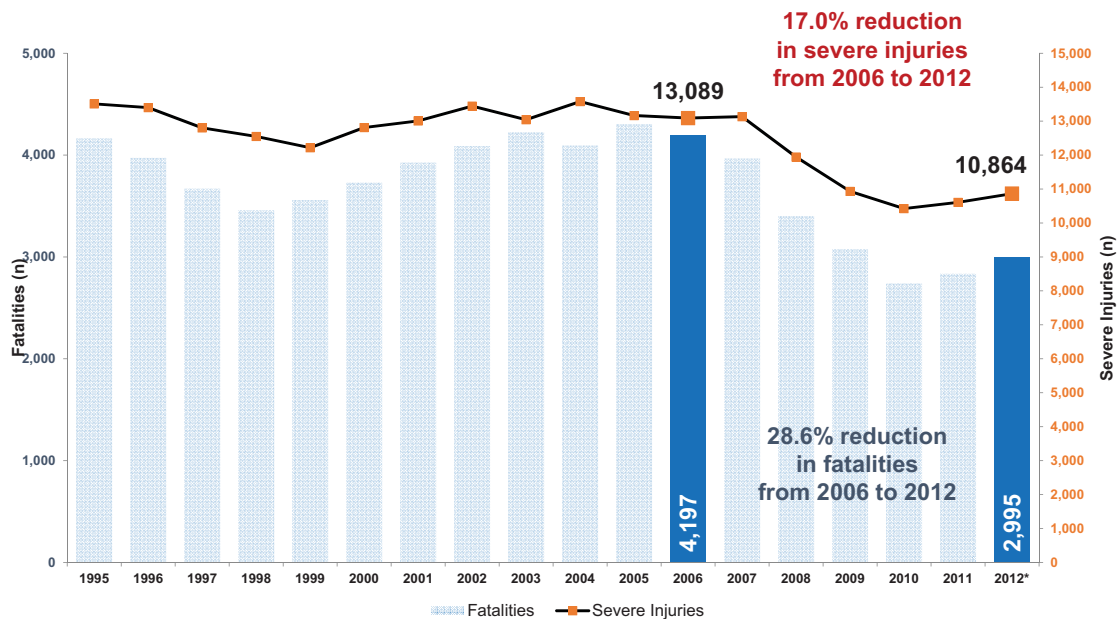


• Reduce number and severity of crashes

- ◆ Demographic groups, i.e.,
 - Older/younger drivers
- ◆ Infrastructure, i.e.,
 - Intersections
 - Roadway departure
- ◆ Behaviors, i.e.,
 - Impaired driving
 - Seat belt use
- ◆ Mode types, i.e.,
 - Commercial vehicles
 - Bicycles
 - Motorcycles
 - Pedestrians
- ◆ Foundational systems
 - Crash data
 - Emergency response

- Engages hundreds of partners statewide
- Multidisciplinary process - 4Es
 - ◆ Enforcement
 - ◆ Education
 - ◆ Engineering
 - ◆ Emergency response
- Focuses resources on the greatest safety problems

Progress Since 2006



Need for the Update

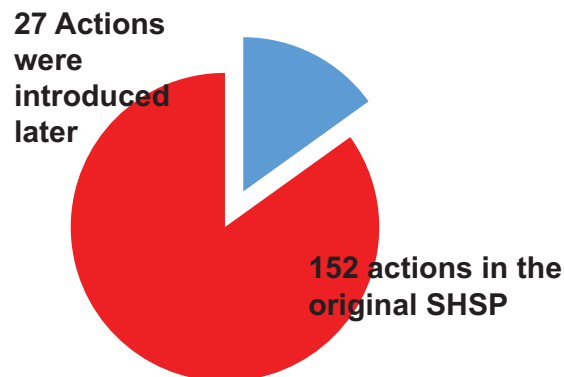
- ✱ On California roadways in 2012 there were
 - ◆ 2,995 fatalities
 - ◆ 10,864 severe injuries
- ✱ Still an unacceptable toll from perspectives of
 - ◆ Public health
 - ◆ Quality of life
 - ◆ Economic impacts

A Success Story

• 177 actions since 2006 plan completed

- ◆ Completed because of the SHSP

• Large collaborative effort



The Update Process

• Ideas and commitment from broad range of partners

- | | |
|---------------------|------------------------------|
| ◆ Elected officials | ◆ Emergency Medical Services |
| ◆ Planners | ◆ Engineers |
| ◆ Advocates | ◆ Public Health |
| ◆ Tribes | ◆ Public Works |
| ◆ Law Enforcement | ◆ Government |
| ◆ Educators | ◆ Community Stakeholders |

• Fall Outreach Events

- ◆ **Statewide Webinars - Late October 2014**
 - Discuss specific crash factors
 - Seek input on strategies for new plan
- ◆ **Two Safety Summits - Mid November 2014**
 - Los Angeles and Sacramento
 - Workshop format to develop safety strategies

SHSP Web Site

<http://www.dot.ca.gov/hq/traffops/shsp/>

- Check for updates
- Sign up for email distribution

Subscribe to the
SHSP Mailing List
for updates.

