



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

AGENDA
Thursday, March 19, 2015
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the January 15, 2015 ITAC meeting – *Page 3*
6. Santa Cruz METRO Notice of Public Hearings to Consider Fare Restructure & Paratransit Changes – *Page 7*

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. Provide Input on *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy* Draft Work Program – *Page 9*
 - a. Copy of Memorandum to AMBAG Board, Heather Adamson, AMBAG
 - b. Draft Work Program
 - c. Draft Timeline
9. Receive October 2014 Bicycle, Mode Split, and Vehicle Occupancy Counts Report – *Page 16*

- a. Staff report, Ginger Dykaar
 - b. October 2014 Report
 10. Highway 17 Access Management Plan
 - a. Presentation, Kelly McClendon, Caltrans District 5 Planning
 11. Transportation Concept Report and California Transportation Plan Updates – *Page 30*
 - a. Report, Kelly McClendon, Caltrans District 5 Planning
 - b. CTP Local Agency Outreach
 12. State Transportation Funding Program Updates – *Page 34*
 - a. Staff report, Rachel Moriconi
 13. Adjourn. The next ITAC meeting is scheduled for 1:30pm on April 16, 2015 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.
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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 / website: www.sccrtc.org

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

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

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

DRAFT MINUTES

Thursday, January 15, 2015, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Heather Adamson, AMBAG
Taylor Bateman, Scotts Valley Planning
Russell Chen, County Planning Proxy
Mark Dettle, Santa Cruz Public Works and Planning Proxy
Claire Fliesler, Santa Cruz Metropolitan Transit District (METRO)
Erich Friedrich, Santa Cruz Metropolitan Transit District (METRO)
Murray Fontes, Watsonville Public Works and Planning Proxy
Scott Hamby, Scotts Valley Public Works and Planning
Steve Wiesner, County Public Works

STAFF PRESENT

Grace Blakeslee
Cory Caletti
Rachel Moriconi
Karena Pushnik

OTHERS PRESENT

Katie Beach, Caltrans District 5
Jennifer Wilson, Caltrans District 5
Theresia Rogerson, CTSC
Eliza Yu, AMBAG

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1. **Call to Order:** Chair Wiesner called the meeting to order at 1:30pm.
 2. **Introductions:** Self introductions were made.
 3. **Oral Communications:** None.
 4. **Additions/Changes to consent and regular agenda:** Caltrans Monthly Construction Report distributed for Item 6.

CONSENT AGENDA: *Fontes moved and Chen seconded approval of the consent agenda. The motion passed unanimously with Adamson, Chen, Dettle, Fontes, Fliesler, Friedrich, and Wiesner voting "yes".*

5. Approved minutes of the November 20, 2014 ITAC meeting.

REGULAR AGENDA

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

County of Santa Cruz: Russell Chen reported that several storm damage repair projects have been completed, including on Branciforte Drive. Work continues on the Nelson Road bypass and North Rodeo Gulch retaining wall. Steve Wiesner reported that the roundabout in Rio Del Mar is 85% complete. The Twin Lakes multimodal project will start construction in the spring. El Rancho Road storm damage repairs are scheduled for construction this summer.

SCMTD: Claire Fliesler reported that planning for the joint City of Santa Cruz-METRO Pacific Station project continues, and there will be a charrette on the project in mid-February. Erich Friedrich reported that bus stop projects will be led by the METRO planning staff. METRO is developing standards for bus stops and will bring the draft standards to ITAC for input.

AMBAG: Eliza Yu reported that AMBAG is soliciting proposals for its rural transit initiative related to Sustainable Communities Strategy (SCS) implementation and integration into General Plans.

RTC: RTC staff reported that construction continues on the La Selva railroad bridge. The passenger rail study consultants are working on ridership, cost and revenue estimates. RTC is preparing an application for the Federal Lands Access Program to fund a portion of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) which would link Wilder Ranch State Park to Coast Dairies.

Caltrans: Jennifer Wilson reported that Caltrans is almost done upgrading guardrails on Highway 1 from Aptos to Highway 9. The shoulder widening on Highway 17 at Laurel Curve construction continues. Caltrans will be repaving Highway 1 north of Western Drive and installing rumble strips from Shaffer Road to Swanton Road this spring. Modifications at the railroad crossing at Highway 129 are moving forward. In response to questions from ITAC members, staff will ask Caltrans to provide updates on the proposed wildlife corridor under Highway 17 and the Highway 152 maintenance project at a future meeting.

Scotts Valley: Scott Hamby reported that the Shugart Park Safe Routes to Schools access pathway and Vine Hill School Road/Tabor Drive sidewalks and bike lanes project are nearly complete.

Watsonville: Murray Fontes reported that the City of Watsonville is in the process of hiring an environmental services consultant for the Monterey Bay Sanctuary Scenic Trail Network (MBSST).

City of Santa Cruz: Claire Fliesler reported that she will be leaving METRO to work for the City of Santa Cruz. Mark Dettle reported that the City of Santa Cruz hosted an Arana Gulch pathway grand opening. The slip out repair on Chestnut Street, Laurel Street pavement rehabilitation, and West Lake Safe Routes to Schools projects are almost done. Construction continues on the roundabout at the wharf and the pathway to the San Lorenzo Trestle bridge. Proposals for environmental and design work on Segment 7 of the Monterey Bay Sanctuary Scenic Trail (Santa Cruz Wharf to Natural Bridges Drive) are due February 2. City staff is also working on Ocean Street and Murray Street Bridge projects.

7. Received Update on the Highway 9 Pollution Source Control Project

Katie Beach, Caltrans District 5, provided an overview of the Highway 9 project aimed at reducing sediment from erosion and slides. Highway 9 will be closed for approximately 5 months south of Felton to Paradise Park north of Santa Cruz. There will be one-way traffic control at three other locations in Boulder Creek and Brookdale. She provided an overview of outreach efforts and detour plans and requested that agencies share information on the project with their constituents. Scott Hamby encouraged Caltrans to coordinate closures with the San Lorenzo Valley water project. County Public Works staff recommended contacting the encroachment offices for information on any other potential construction projects planned in the area.

8. Reviewed draft “Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians During Road Construction, Maintenance or Encroachment”

Theresia Rogerson from the County of Santa Cruz solicited input on the Community Traffic Safety Coalition’s draft guidelines for protecting bicycles and pedestrians during construction and maintenance projects. She noted that the update includes input from the Elderly and Disabled Transportation Advisory Committee (E&D TAC), the E&D TAC Pedestrian Safety Workgroup, and the Bicycle Committee. She requested that agencies provide the final guidance to their staff and contractors. Members suggested looking at options for installing advance warning signs that do not block sidewalks or bikeways; providing good examples of ways to minimize hazards; and including information as part of the traffic control plan/encroachment process. It was noted that Caltrans is developing videos to train contractors.

9. Received update on the Monterey Bay Area Public Participation Plan

Eliza Yu, AMBAG, provided an overview of the Monterey Bay Area Public Participation Plan which guides the public participation process for regional planning and programming actions. Karena Pushnik shared a list of public outreach efforts used by the RTC to maximize public engagement. She noted that the RTC is seeking a grant to develop more visualization tools to describe projects to the public. Attendees discussed successful public outreach methods including: workshops, blogs, videos, providing information at other events – such as First Friday, farmers markets, block parties, and parades, utilizing pictures to draw people to displays, surveys with graphic, and working with existing organizations to provide information to community groups.

10. Discussed the Unified Corridors Plan

Grace Blakeslee provided an overview of the Unified Corridors modeling effort, which includes development of a Santa Cruz County-specific travel model. She requested input on what information would be most useful from the model. Members indicated that the list included in the packet was comprehensive. Mark Dettle asked that the model also provide information required in grant applications.

11. Received Legislative Update

Rachel Moriconi requested input on the RTC's draft 2015 State Legislative Priorities and provided a summary of the Governor's budget proposal. Committee members suggested coordinating with local jurisdictions' elected officials when they meet with federal and state representatives. Members discussed proceeds from the Cap and Trade Program and that indexing the gas tax is critical given that dropping gas prices will significantly reduce revenues available to maintain and operate local roads.

12. Transportation Funding Opportunities

Rachel Moriconi summarized updates proposed by the California Transportation Commission (CTC) for the Active Transportation Program (ATP). Staff agreed to set up a meeting in February with project sponsors to discuss opportunities to partner on applications and data collection.

Heather Adamson, AMBAG, provided an overview of the Cap and Trade-funded Affordable Housing and Sustainable Communities Program (AHSC). She noted that project readiness and reducing single-occupancy vehicle use are key criteria for ranking projects. Concept applications are due in February and the Strategic Growth Council will be hosting technical assistance workshops in early February.

13. Adjournment: The meeting adjourned at 3:30 p.m.

Minutes prepared by: Rachel Moriconi

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What METRO has done: To balance the budget

1. Reduced fixed route service.
(no adjustment to ParaCruz service)
2. Fixed route fare restructuring.
3. Increased base fares in 2011 by \$0.50
4. Reduced budget expenditures by Department.
5. Delay in filling funded personnel vacancies.
6. Increased use of Capital eligible funds in the operating budget.
7. Using reserves.

Lo que METRO ha hecho para equilibrar el presupuesto

1. Reducción de servicio de ruta fija
(sin ajustes al servicio de ParaCruz)
2. Reestructuración de tarifas de ruta fija
3. Aumento de tarifa base en el 2011 por \$0.50
4. Reducción de los gastos del presupuesto por departamento
5. Demora en cubrir vacantes de personal financiados
6. Aumento del uso de fondos elegibles de capital en el presupuesto operativo
7. Uso de reservas.

Public Hearing Schedule:

• **9:00 am**

Santa Cruz City Council Chambers
809 Center Street Santa Cruz

• **6:30 pm**

Watsonville Civic Ctr. Council Chambers
275 Main Street Watsonville

Traducción en Español estará disponible en todas las juntas

Horario de juntas públicas:

• **9:00am**

Cámara del Consejo de Santa Cruz
809 Center Street, Santa Cruz, CA

• **6:30 pm**

Cámara del Consejo de Watsonville
275 Main Street, Watsonville, CA

¡Valoramos su opinión, asista a una junta!

Si no puede, por favor mande sus comentarios a:

Correo electrónico planning@scmtd.com

Dirección METRO Administration Offices
110 Vernon Street
Santa Cruz, CA 95060

Telephono (831) 420—2582

**FINAL
BOARD ACTION !**

Notice of Public Hearings To Consider Proposals for Fare Restructure & Changes to Paratransit



Notificación de Audiencias Públicas Para Considerar Propuestas para Reestructuración de Tarifas y Cambios al Servicio de Paratransito

April 10, 2015
9:00am & 6:30pm
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Proposed Considerations

Las consideraciones propuestas

El viernes 10 de abril del 2015 Santa Cruz METRO tendrá dos Audiencias Públicas para continuar obteniendo la respuesta del público con respecto a las propuestas que se hicieron durante las Juntas Públicas realizadas durante el mes de febrero. Estas propuestas son posibles consideraciones para ayudar a aliviar el déficit estructural recurrente.

El déficit estructural esta causado por costos recurrentes consistentemente mayor que los ingresos recurrentes, causando que METRO opere con pérdidas. Las consideraciones propuestas incluyen:

- Reestructuración de tarifas para Highway 17
- Ajustes a los servicios de paratransito de ParaCruz

La Audiencia Pública comenzará a las 9:00am en el la Cámara del Consejo de Santa Cruz. Tras el aplazamiento de la Audiencia Pública se volverá a reunir a las 6:30pm en la Cámara del Consejo en el Centro Cívico de Watsonville en el cual la Junta Directiva de METRO tomara acción final.

	FY16	FY17
Déficit Estructural	(7.4 M)	(7.5 M)
Acción al Presupuesto Ahorros	\$312.K	\$1.5 M
Artículos <i>no</i> presupuestados pero trabajando en ellos	\$1.8 M	\$2.2 M
Déficit Estructural Restante	(5.3 M)	(3.8 M)

Artículos para Consideración en Comentario Público

Reestructuración de Tarifas de Hwy 17	\$267 K— \$345 K cada año	
Opciones de Paratransito	\$603 K—\$650 K cada año	
Déficit Estructural Restante	(4.4 M)	(2.9 M)

Va a tomar más de un año para resolver el déficit estructural.

Hwy 17 Fare Restructuring Reestructuración de Tarifas de Highway 17

	One Way Dinero en efectivo	One Way Disc. Tarifa de descuento	Day Pass Pase diario	5 Day Pass Pase de 5 días	15 Ride Pass Pase de 15 viajes	31 Day Pass Pase de 31 días
FY15	\$5.00	\$2.50	\$10.00	\$42.00	-	\$113.00
FY16	\$7.00	\$3.50	\$12.00	-	\$94.50	\$160.00

Paratransit Efficiency Options

1. Aligning the days and hours of Paratransit service with fixed route service hours including no holiday service on Memorial Day, 4th of July and Labor Day.
2. Aligning non school term service to fixed route service.
3. Providing rides for a premium fare for service beyond the minimal ADA law requirement.

Staff proposal: Miles Based Fare Structure
Propuesta de Personal: Estructura de Tarifa basada en Millaje.

0-10 miles	- \$4.00
10 -20 miles	- \$2.00 additional
20 miles +	- total \$8.00

Opciones de Eficiencia de Paratransito

1. Alineación de los días y horario del servicio de Paratransito con el horario de servicio de ruta fija incluyendo no servicio en días festivos; Día de los Caídos, 4 de julio y Día de Trabajo.
2. Alineación de servicio de término no escolar con servicio de ruta fija.
3. Proporcionando viajes por una tarifa premium para el servicio que va más allá del mínimo requerido por el ADA.

We value your input, attend the hearing!

If you are unable to attend, please send your comments to:

Email planning@scmttd.com
Address METRO Administration Offices
110 Vernon Street
Santa Cruz, CA 95060
Telephone (831) 420—2582

On Friday, April 10th, 2015 Santa Cruz METRO will be holding two (2) Public Hearings in order to continue to elicit public feedback regarding proposals made during the Public Meetings held during the month of February. These proposals are possible considerations to help alleviate the recurring structural deficit.

The structural deficit is caused by recurring costs consistently being greater than recurring revenue, causing METRO to operate at a loss.

The proposed considerations include:

- Restructuring of Highway 17 Fares
- Adjustments to ParaCruz paratransit service

The Public Hearing will commence at 9:00am at the Santa Cruz City Council Chambers. After adjournment the Public Hearing will reconvene at 6:30pm at the Watsonville Civic Center Council Chambers at which time the METRO Board of Directors will take final board action.

	FY16	FY17
Structural Deficit	(7.4 M)	(7.5 M)
Budget Action Savings	\$312.K	\$1.5 M
Items <i>not</i> budgeted but working on	\$1.8 M	\$2.2 M
Remaining Structural Deficit	(5.3 M)	(3.8 M)

Items for Public Comment

Hwy 17 Fare Restructuring	\$267 K— \$345 K per year	
Paratransit Options	\$603 K—\$650 K per year	
Remaining Structural Deficit	(4.4 M)	(2.9 M)

It will take more than one year to resolve the deficit.
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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Heather Adamson, Principal Planner

SUBJECT: 2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy Draft Work Program

MEETING DATE: March 11, 2015

RECOMMENDATION:

The Board of Directors is requested to discuss and provide input on the draft work program.

BACKGROUND:

AMBAG adopted the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2014. AMBAG staff has developed a detailed work program and schedule for the 2040 MTP/SCS that incorporates a variety of planning efforts. The 2040 MTP/SCS is scheduled for adoption in June 2018. The draft work program will be presented to the Planning Directors Forum and the Technical Advisory Committees. Feedback from all groups will be incorporated into a revised work program which will be presented to the AMBAG Board of Directors next month.

DISCUSSION:

Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. AMBAG staff has developed a detailed work program and schedule for the 2040 MTP/SCS that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the 2040 MTP/SCS is scheduled for adoption by the Board of Directors in June 2018. The 2040 MTP/SCS Plan Work Program and Timeline are included as Attachments 1 and 2, respectively. A number of key inputs and components that will shape the development of a 2040 MTP/SCS are highlighted below.

2018 Regional Growth Forecast

Work will begin to update the 2014 Regional Growth Forecast which will be used in the preparation of the 2040 MTP/SCS. The expected completion of the draft 2018 Regional Growth Forecast is June 2016.

Policy Area/Technical Updates

A number of relevant areas have continued to grow in importance because of the growing connections between land use and transportation in our region and throughout the state and the nation. Policy discussions and strategies will be evaluated as part of the development of the 2040 MTP/SCS as well as updating the necessary technical data.

- Public Health
- Land Use, Regional Growth, and Urban Form
- Healthy Environment
- Housing
- Social Equity and Environmental Justice
- Economic Strategies

Other Key 2040 MTP/SCS Tasks

The results of related work efforts currently underway around the region, such as the passenger rail planning, corridor and subregional studies will be incorporated into the updated MTP/SCS.

Other major tasks include updates to the plan performance measures, social equity and environmental justice analysis, updated revenue projections, revised cost estimates for projects and services, and phasing.

2040 MTP/SCS Public Involvement Plan

AMBAG regularly involves the public in regional planning efforts. A public involvement plan (PIP) will be prepared to help develop the 2040 MTP/SCS based on the updated AMBAG 2015 *Public Participation Plan*. Additionally, there will be a series of public workshops, visualizations, and other means for involving the public and receiving input on the work products and draft 2040 MTP/SCS. The Board of Directors will be asked to adopt the PIP later in 2015.

2040 MTP/SCS Environmental Impact Report (EIR)

A programmatic EIR would collectively cover the topics of the entire Regional Plan. It is expected that the Notice of Preparation for the EIR would be released in late 2015. New developments from recent CEQA cases may increase the analysis required in the EIR. Additionally, it would be beneficial to secure CEQA legal services to aid in the preparation of the environmental documents.

2040 MTP/SCS Proposed Roles and Responsibilities

A number of committees and working groups will provide oversight and input into the development of the 2040 MTP/SCS. The region's public works directors and planning

directors, who are represented in the county level Technical Advisory Committees (TACs) and the Planning Directors Forum (PDF), respectively. Additionally, staff proposes the use of a Regional Advisory Committee (RAC) consisting of key stakeholders from around the region representing a variety of areas such as business, economic development, agriculture, housing, education, environment, tourism, etc. The membership of the RAC would be developed as part of the 2040 MTP/SCS PIP.

Next Steps

AMBAG will be presenting the 2040 MTP/SCS draft work program to the TACs and Planning Directors Forum in March and early April. The Board of Directors will be asked to approve the 2040 MTP/SCS work program at its April 11, 2015 meeting.

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

Planning activities for the 2035 MTP/SCS are funded with FHWA PL, FTA 5303, and SGC funds and are programmed in the FY 2013-14 Overall Work Program.

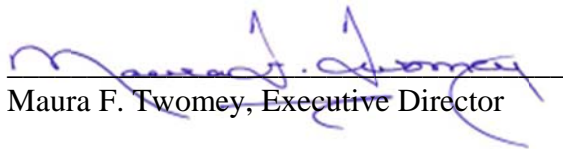
COORDINATION:

All MTP/SCS planning activities were coordinated with MTP/SCS Executive Steering Committee and Staff Working Group which includes participation from Caltrans District 5, Monterey – Salinas Transit, Santa Cruz METRO, Santa Cruz County Regional Transportation Commission, San Benito County Council of Governments, and the Transportation Agency for Monterey County.

ATTACHMENTS:

1. 2040 MTP/SCS Draft Work Program
2. 2040 MTP/SCS Draft Timeline

APPROVED BY:



Maura F. Twomey, Executive Director

2040 METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY DRAFT WORK PROGRAM

1. *Develop 2040 MTP/SCS Work Program*
 - Review work program with working group and Board of Directors
2. *Public Outreach and Involvement*
 - Establish outreach and education plan for the 2040 MTP/SCS
 - Set up 2040 MTP/SCS Project Web site and maintain throughout MTP/SCS development and adoption
 - Develop Public Involvement Plan (PIP) that meets federal transportation bill requirements and SB 375
 - Determine whether a “Regional Advisory Committee” or some other similar stakeholder advisory committee should be established, and determine specific membership criteria, roles and responsibilities for such a committee
 - Review membership criteria, roles and responsibilities for Planning Directors Forum and Public Works/Transportation Directors technical working group
 - Schedule events and develop outreach products
 - Conduct subregional workshops (4) on Draft 2040 MTP/SCS
 - Conduct public hearings (5) on Draft 2040 MTP/SCS
 - Analyze ongoing feedback and respond to comments received online, phone, e-mail, etc.
3. *Update 2040 MTP/SCS Vision, Goals, and Policy Objectives*
 - Review existing MTP/SCS and other relevant documents
 - Monitor and incorporate new transportation act/bill provisions and other legislation (as needed)
 - Monitor and incorporate updated California Transportation Commission RTP Guidelines (as needed)
4. *Prepare 2040 Regional Growth Forecast Update*
 - Determine overall approach for growth forecast
 - Collect land use inputs including general plan, zoning, and permitted projects
 - Update regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
 - Generate updated subregional Growth Forecast (population, housing, jobs, land use)
 - Review results with local jurisdictions and other land use authorities
 - Finalize 2040 Regional Growth Forecast

5. *Incorporate Strategies, Policies, and Recommendations from Regional/Corridor/Subregional Studies into Development of the MTP/SCS*
 - Studies include the Highway 101 Corridor Study, Sustainable Communities Strategy Implementation Plan, Rural Transit Improvement Initiative, Santa Cruz Passenger Rail Study, Marina – Salinas Multimodal Corridor Study, Sustainable Santa Cruz Plan, Complete Streets Implementation Plans, Watsonville Transit Center Study, Pacific Station Redesign Study, South County Operating Division Study, Short Range Transit Plans, Highway 68 Study, Unified Corridor Plan, Airport Planning Studies, Transportation Demand Management studies/strategies, Transportation Systems Management studies/strategies, etc. (as needed)
6. *Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)*
 - Conduct workshop for SB 375 Implementation/Greenhouse Gases (GHG) Regional Targets/SCS development
 - Work with CARB to establish new GHG targets for 2040 MTP/SCS
 - Information meeting(s) with elected officials to obtain input on SCS
 - Develop draft SCS
 - Generate alternative(s) land use/transportation scenario for an APS (if needed)
 - Develop draft APS if the SCS does not meet the regional GHG targets (if needed)
7. *Update Regional Travel Demand Model and Land Use / Growth Distribution Model*
 - Update travel demand model inputs based on revised demographic information
 - Review traffic analysis zone inputs with local jurisdictions
 - Update land use/growth distribution model
8. *Update Revenue and Cost Projections for Projects and Services*
 - Develop or revise cost estimates for all Unconstrained highway and transit projects, including operations and maintenance, transportation demand management and system management projects and programs, goods movement projects, and active transportation projects and programs based on requirements from federal transportation bill
 - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
 - Analyze progress being made in each county with regard to self-help transportation sales tax measures and provide report to AMBAG Board on progress, next steps
 - Develop initial revenue projections for the various local, state, and federal revenue sources for the Revenue Constrained scenarios
 - Refine and finalize initial revenue projections and cost estimates for the Revenue Constrained scenario
9. *Update Performance Measures for 2040 MTP/SCS*

- Re-evaluate and update performance measures to be consistent with 2040 MTP/SCS goals and policy objectives and to targets established in MAP-21
10. *Develop and Analyze Revenue Constrained Scenarios and Select Preferred Revenue Constrained Scenario for 2040 MTP/SCS*
 - Perform travel demand modeling and evaluate overall performance
 - Develop Draft Preferred Scenario for review, including phasing
 11. *Create EIR Alternatives*
 12. *Perform Air Quality (AQ) Forecasts (as needed)*
 - Discuss conformity criteria and procedures with Conformity Working Group
 - Address new Environmental Protection Agency (EPA)/FTA/FHWA requirements for AQ analysis (as needed)
 - Prepare draft air quality conformity determination for Draft 2040 MTP/SCS for review
 - Assist with AQ analysis for Draft and Final EIR
 - Prepare final air quality determination
 13. *Produce Draft 2040 MTP/SCS*
 14. *Prepare Draft and Final EIR*
 - Prepare and circulate Notice of Preparation for EIR
 - Prepare Draft EIR
 - Prepare Final EIR
 15. *Release Draft 2040 MTP/SCS and EIR for Public Comment*
 16. *Prepare Draft Final 2040 MTP/SCS*
 17. *Prepare Final EIR*
 18. *Adopt Final 2040 MTP/SCS and EIR*
 19. *Air Quality Conformity Determination by United States Department of Transportation (as needed)*
 20. *CARB Determination on the Final SCS*

AMBAG 2040 MTP/SCS Draft Timeline

2015

April 2014 - December 2015
CARB GHG Emissions Target Revisions

January - February 2015
Create the framework & methodology for developing the 2040 MTP/SCS

April 2015
Finalize MTP/SCS Work Program

April - June 2015
Communicate with jurisdictions and stakeholders about the implementation of AMBAG's 2040 MTP/SCS Plan

April - September 2015
Collect necessary data from local jurisdictions on input from cities and counties for AMBAG's Growth Forecast and develop a list of local scenario planning options

July 2015 - February 2016
AMBAG submits its regional GHG reduction methodology & targets to CARB

July 2015 - June 2016
Update 2040 Regional Growth Forecast

September - December 2015
Refine MTP/SCS Vision, Goal & Objectives

December 2015
Deadline for draft input from local jurisdictions on AMBAG's Regional Growth Forecast and for RTPAs to provide draft input to AMBAG on all MTP/SCS planned projects

December 2015
Issue Notice of Preparation for EIR

2016

January - December 2016
Update the Regional Travel Demand Model

April - December 2016
Update Transportation Project & Program Cost Estimates

June 2016
Growth Forecast, Land Use Patterns & Financial Assumptions for MTP/SCS

July - December 2016
Develop Financial Revenue Projections for AMBAG's 2040 MTP/SCS

September 2016
Deadlines for input from local jurisdictions on AMBAG's Regional Growth Forecast & RTPAs to provide preliminary input on all planned projects to AMBAG for MTP/SCS

July 2015 - February 2016
AMBAG submits its regional GHG reduction methodology & targets to CARB

July 2015 - June 2016
Update 2040 Regional Growth Forecast

September - December 2015
Refine MTP/SCS Vision, Goal & Objectives

December 2015
Deadline for draft input from local jurisdictions on AMBAG's Regional Growth Forecast and for RTPAs to provide draft input to AMBAG on all MTP/SCS planned projects

December 2015
Issue Notice of Preparation for EIR

2017

January - March 2017
Conduct county-specific 2040 MTP/SCS Planning Workshops to fulfill SB 375 outreach requirements

January 2017 - February 2018
Prepare Draft EIR

January - June 2017
Evaluation of Alternatives & Selection of Final Revenue Constrained Scenario

February 2017
RTPAs to approve & submit final project list

July 2017 - February 2018
Prepare Draft MTP/SCS

October 2016 - March 2017
Development of Alternatives for achieving regional GHG reduction targets set by CARB

October 2016 - June 2017
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State and Federal requirements

December 2016
Final input on planned projects from the RTPAs for the Draft 2040 MTP/SCS

2015 - 2018
Develop and Implement Public Outreach, Education, and Marketing Programs

2018

February - May 2018
Respond to Comments and MTP/SCS Modifications

February 2018
AMBAG approves the release of the Draft EIR and Draft 2040 MTP/SCS for public review and comment

February 2018
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2040 MTP/SCS and to fulfill State & Federal requirements. Begin public comment period on Draft 2040 MTP/SCS & EIR

June 2018
AMBAG certifies Final EIR and approves 2040 MTP/SCS

- Input from Local Jurisdictions & RTPAs
- Staff Actions Related to Policy/Plan Development
- Public Outreach
- AMBAG Board Action

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar, Transportation Planner

RE: October 2014 Bicycle, Mode Split, and Vehicle Occupancy Counts

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee receive information on the October 2014 Bicycle, Mode Split, and Vehicle Occupancy Counts

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) performed bicycle, pedestrian, motor vehicle and vehicle occupancy counts at 10 locations throughout the county (Attachment 1, Figure 1) on Thursday, October 16, 2014. This data was collected in order to measure bicycle and pedestrian ridership trends, plan for bicycle and pedestrian infrastructure improvements, and monitor the progress of our county in moving towards a more sustainable transportation system.

DISCUSSION

A consultant was hired to take bicycle and pedestrian counts by installing cameras at the 10 intersections to record the bicycle and pedestrian activity. Bike and pedestrian counts were tallied by the consultant by viewing the videos after the data was collected. Bicycle and pedestrian counts recorded the direction from which bicyclists travel and their turning movement through the intersection broken down into 15 minute intervals (Attachment 1, Figure 2). Motor vehicle counts using hoses were also collected at these 10 intersections at the same times as the bicyclist and pedestrian counts to provide mode split data.

The key findings from this data collection effort are:

- The top three intersections with the greatest number of bicyclists that were counted during the October 2014 count were Bay Dr. and High St. (UCSC); Seabright Ave. and Murray St.; and Front St. and Laurel St. (Attachment 1, Figure 3)
- Average mode share at the 20 locations measured was 94.3% motor vehicle, 1.8% bike and 3.8% pedestrian. (Attachment 1, Figure 4)
- The highest bicycle mode share (7.1%) was on Bay Dr (south of High St) in the City of Santa Cruz. (Attachment 1, Figure 4)
- The highest pedestrian mode share (16.2%) was on Union St (north of Maple Ave) in the City of Watsonville. (Attachment 1, Figure 4)

- The total bike counts at all 10 locations were lower in October 2014 than in Community Traffic Safety Coalition May 2014 Count (Attachment 1, Figure 5). The complete list of bike counts from the 2003 through 2014 Community Traffic Safety Coalition May-June surveys is included in this table.
- The change in total motor vehicle count volumes compared to May 2012 data was a minor decrease of 1.2% (Attachment 1, Figure 6).
- Vehicle occupancy counts were lower in the am peak period versus the pm and there were a greater percentage of single occupant vehicles (with the exception of Hwy 17 SB) and truck volumes in the am peak period (Attachment 1, Figures 7 and 8).

SUMMARY

The October 2014 bicycle, pedestrian, and motor vehicle counts provide data to assess ridership trends and mode split at key intersections in Santa Cruz County. Vehicle occupancy counts provide a means to monitor carpooling trends.

Attachment

1. October 2014 Bicycle, Pedestrian, Vehicle Occupancy and Motor Vehicle Count Report

S:\ITAC\2015\Mar2015\count report\SR_BikeCountRept-ITAC.docx

Santa Cruz County

October 2014 Bicycle, Pedestrian, Vehicle Occupancy and Motor Vehicle Count Report

Santa Cruz County Regional Transportation Commission

February 2015

INTRODUCTION

The Santa Cruz County Regional Transportation Commission (RTC) performed bicycle, pedestrian and motor vehicle counts at 10 locations throughout the county **(Figure 1)** on Thursday, October 16, 2014. This data was collected in order to measure bicycle and pedestrian ridership trends, plan for bicycle and pedestrian infrastructure improvements, and monitor the progress of our county in moving towards a more sustainable transportation system. Vehicle occupancy counts and truck volumes were also counted on Thursday, October 16, 2014 on Highway 1 and Highway 17 at peak am and pm time periods to assess average vehicle occupancy, percentage single occupant vehicles and truck volumes.

METHODOLOGY

Mode Split Counts

A consultant was hired to take bicycle and pedestrian counts by installing cameras at the 10 intersections to record the bicycle and pedestrian activity. Bike and pedestrian counts were tallied by the consultant by viewing the videos after the data was collected. Bicycle and pedestrian counts recorded the direction from which bicyclists travel and their turning movement through the intersection broken down into 15 minute intervals **(Figure 2)**. Motor vehicle counts using hoses were also collected at these 10 intersections at the same times as the bicyclist and pedestrian counts to provide mode split data.

Vehicle Occupancy Counts

A consultant was hired to take vehicle occupancy counts on Highway 1 between Soquel Ave and 41st Ave and on Highway 17 at the summit on Thursday, October 16, 2014. Counts were taken manually by two observers in each direction, one observing the fast lane and the other observing the slow lane for a period of three hours (am peak -6:45 to 9:45am and pm peak - 3:30 to 6:30pm). Vehicle occupancy counts provide a means for monitoring the rate of carpooling in a corridor.

Truck Volumes

Truck volumes were also taken by a consultant on Thursday, October 16, 2014 Highway 1 between Soquel Ave and 41st Ave and on Highway 17 at the summit. Counts were taken manually by one observer in each direction for a period of three hours (am peak -6:45 to 9:45am and pm peak - 3:30 to 6:30pm). For the purposes of these counts, only commercial trucks with more than two axles were categorized as trucks. Pickups and small trucks were not included in the counts.

RESULTS

The key findings from this data collection effort are:

- The top three intersections with the greatest number of bicyclists counted during the October 2014 count were Bay Dr. and High St.(UCSC); Seabright Ave. and Murray St.; and Front St. and Laurel St. **(Figure 2)**.
- Average mode share at the 20 locations measured was 94.3% motor vehicle, 1.8% bike and 3.8% pedestrian. **(Figure 3)**.
- The highest bicycle mode share (7.1%) was on Bay Dr (south of High St) in the City of Santa Cruz. **(Figure 4)**.
- The highest pedestrian mode share (16.2%) was on Union St (north of Maple Ave) in the City of Watsonville. **(Figure 4)**.
- The total bike counts at all 10 locations were lower in October 2014 than in the Community Traffic Safety Coalition May 2014 Count **(Figure 5)**. The complete list of bike counts from the 2003 through 2014 Community Traffic Safety Coalition May-June surveys is included in this table.
- The change in total motor vehicle count volumes compared to May 2012 data was a minor decrease of 1.2% **(Figure 6)**.
- Vehicle occupancy counts were lower in the am peak period versus the pm and there were a greater percentage of single occupant vehicles (with the exception of Hwy 17 SB) and truck volumes in the am peak period **(Figures 7 and 8)**.

Figure 1. Bicycle, Pedestrian and Motor Vehicle Count Locations - October 2014



Figure 2. Example Bicycle and Pedestrian Count Tally Sheet for One 15 Minute Interval

4:00-4:15

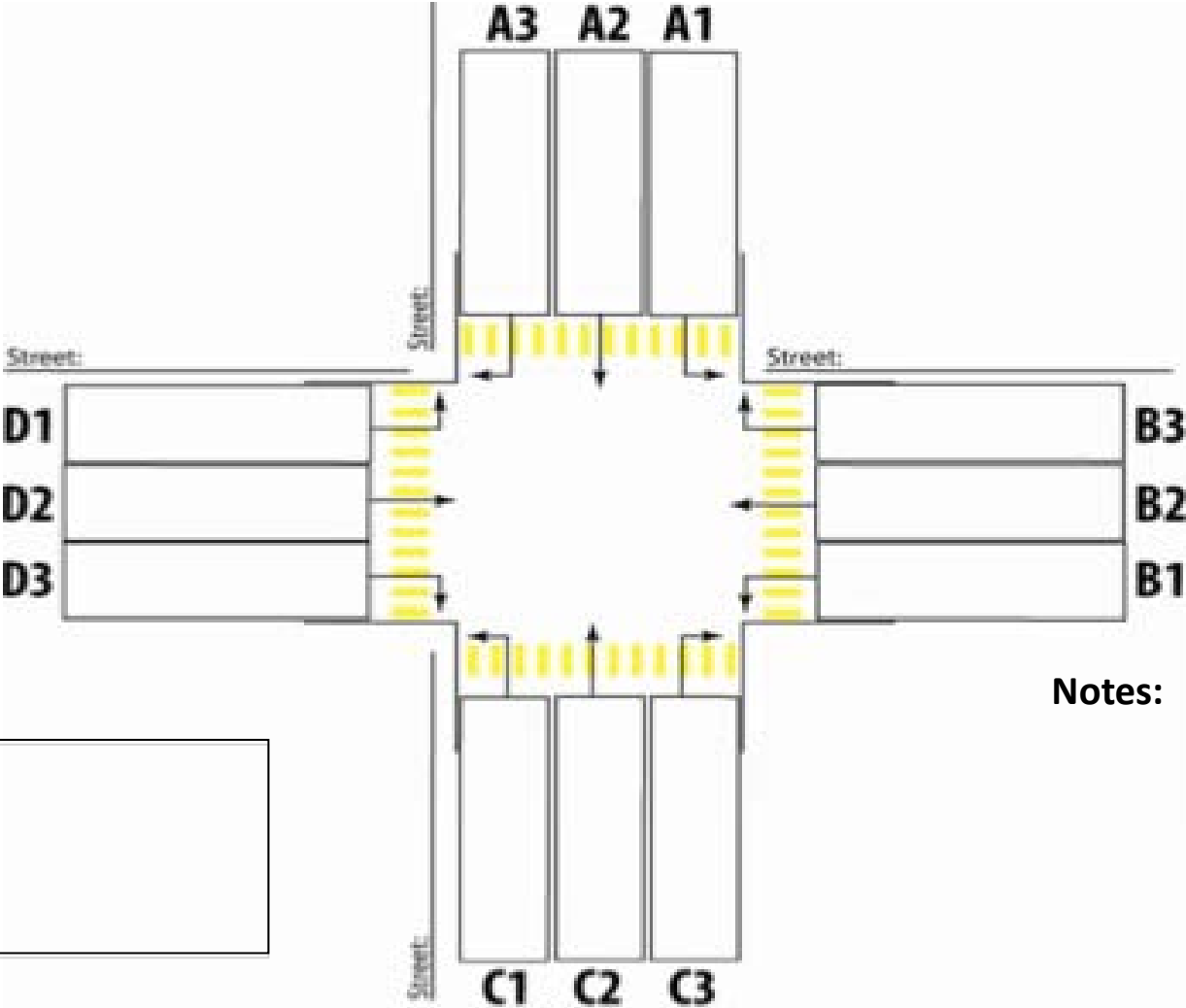


Figure 3. October 16, 2014 Bicycle and Pedestrian Counts

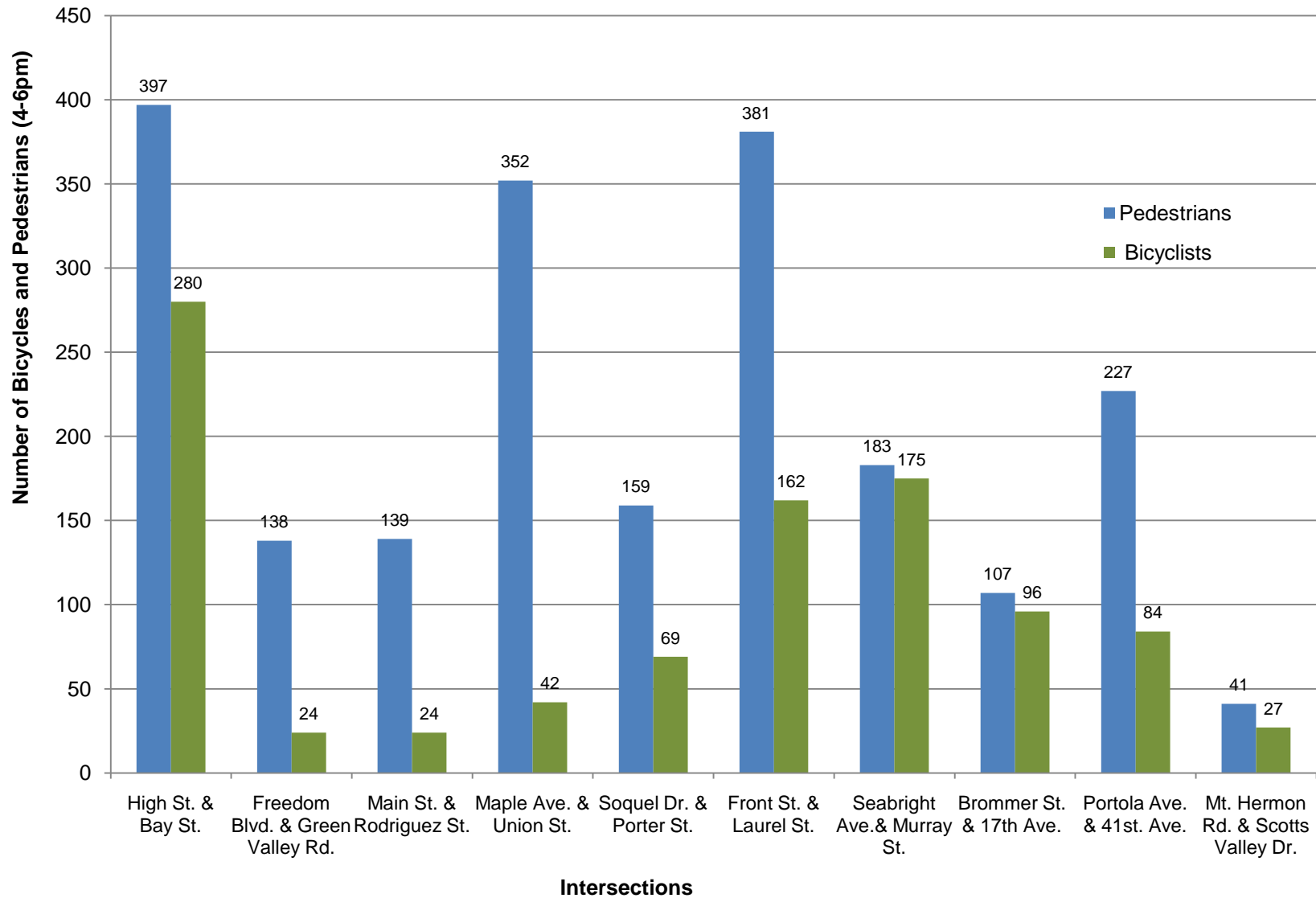


Figure 4. Santa Cruz County Mode Split Counts 2014
(Thurs., October 16th, 4-6pm)

Date	Location	Street	Motor Vehicles		Bicycles		Pedestrians	
			Total	%	Total	%	Total	%
10/16/2014	City of Santa Cruz	Bay Dr (S of High St)	2014	83.4%	172	7.1%	228	9.4%
10/16/2014	City of Santa Cruz	High St (E of Bay Dr)	1686	86.3%	102	5.2%	165	8.4%
10/16/2014	City of Santa Cruz	Front St (N of Laurel St)	1757	86.3%	77	3.8%	203	10.0%
10/16/2014	City of Santa Cruz	Laurel St (E of Front St)	3382	91.7%	108	2.9%	197	5.3%
10/16/2014	City of Santa Cruz	Seabright Ave (N of Murray St)	1607	90.9%	69	3.9%	91	5.1%
10/16/2014	City of Santa Cruz	Murray St (E of Seabright Ave)	3345	95.4%	119	3.4%	41	1.2%
10/16/2014	Live Oak	Brommer St (W of 17th Ave)	1466	93.4%	51	3.2%	53	3.4%
10/16/2014	Live Oak	17th Ave (N of Brommer St)	1650	94.8%	41	2.4%	50	2.9%
10/16/2014	Opal Cliffs	Portola Dr (W of 41st Ave)	2280	95.6%	42	1.8%	64	2.7%
10/16/2014	Opal Cliffs	41st Ave (N of Portola Dr)	1666	95.2%	42	2.4%	42	2.4%
10/16/2014	Scott's Valley	Mt Hermon Rd (NW of Scott's Valley Dr)	5935	99.3%	20	0.3%	19	0.3%
10/16/2014	Scott's Valley	Scott's Valley Dr (NE of Mt Hermon Rd)	3591	99.1%	6	0.2%	25	0.7%
10/16/2014	Soquel	Soquel Dr (W of Porter St)	3301	95.3%	49	1.4%	113	3.3%
10/16/2014	Soquel	Porter St (S of Soquel Dr)	1947	93.0%	19	0.9%	127	6.1%
10/16/2014	Watsonville	Maple Ave (W of Union St)	637	97.3%	9	1.4%	110	14.6%
10/16/2014	Watsonville	Union St (N of Maple Ave)	1205	81.4%	32	2.2%	243	16.4%
10/16/2014	Watsonville	Freedom Blvd (E of Green Valley Rd)	4503	98.2%	9	0.2%	73	1.6%
10/16/2014	Watsonville	Green Valley Rd (S of Freedom Blvd)	3389	97.7%	15	0.4%	66	1.9%
10/16/2014	Watsonville	Main St (W of Rodriguez St)	5212	97.5%	21	0.4%	112	2.1%
10/16/2014	Watsonville	Rodriguez St (S of Main St)	1099	94.0%	5	0.4%	65	5.6%
Total Mode Split			51672	94.3%	1008	1.8%	2087	3.8%

Figure 5. Santa Cruz County Bicycle Count Data by Location and Years

Note: Count data collected by Community Traffic Safety Coalition in May-June except for October 2014 RTC count

Site	Location	2003	2006	2007	2008	2009	2010	2012	2014	2014 (Oct)
Front Street & Laurel Street	City of Santa Cruz - Downtown	163		223	291	206	250	221	198	162
Laurel Street & Chestnut	City of Santa Cruz - Downtown	117	117	117	120	103	111	95	51	
Pacific & Laurel St	City of Santa Cruz - Downtown		267							
River Street & Encinal Street	City of Santa Cruz - Downtown	53	64	82	54	28	37	47	86	
Seabright & Murray	City of Santa Cruz - East Side	156	246	286	339	231	274	244	268	175
Soquel Avenue & Frederick St	City of Santa Cruz - East Side	112	139	129	176	144	124	152	114	
Soquel Drive & Winkle Avenue	City of Santa Cruz - East Side	35	51	48	70	54	59	46	61	
High Street & Bay (UCSC)	City of Santa Cruz - Westside	229	160	227	122	280	316	365	330	280
Mission Street & Western Drive	City of Santa Cruz - Westside	41	58	72	46	54	33	47	49	
Swift Street & Delaware	City of Santa Cruz - Westside	19	105	107	139	97	136	115	143	
Granite Creek & Scott's Valley Dr	Scotts Valley	32	34	40	22	21	25	30	28	
Mt. Herman & Scott's Valley Dr	Scotts Valley	8	18	37	35	24	29	46	27	27
Hwy 1 at Wilder Ranch	Unincorporated County - Davenport	97	95	84	43	78	79	80	67	
Brommer & 17th	Unincorporated County - Live Oak	71	114	104	122	123	101	127	140	96
East Cliff & 7th Ave.	Unincorporated County - Live Oak	152	163	106	82	112	153	126	123	
Portola Ave. & 41st, Capitola	Unincorporated County - Opal Cliffs	79	98	108	122	145	128	117	115	84
Hwy 9 & Graham Hill	Unincorporated County - SLV	7	12	19	15	21	20	24	11	
Soquel Dr. & Porter St., Soquel	Unincorporated County - Soquel	53	59	96	64	76	69	82	55	69
Freedom & Alta Vista	Watsonville	25	38	20	21	37	21	34	24	
Freedom Blvd. & Alta Vista Ave.	Watsonville	16	38	35	21	47	46	42	31	
Freedom Blvd. & Green Valley	Watsonville	34	40	46	50	21	32	38	23	24

Figure 5. Continued

Site	Location	2003	2006	2007	2008	2009	2010	2012	2014	2014 (Oct)
Freedom Blvd. & Main Street	Watsonville	24	13	24	17	37	22	38	31	
Green Valley Rd. & Holohan Rd.	Watsonville		8	14	16	21	10	33	14	
Lincoln Street & High Street	Watsonville	13	13	10	14	27	17	16		
Main Street & East Beach Street	Watsonville		70	24	38	44	43	61	15	
Main Street & Rodriguez Street	Watsonville	43	46	28	24	25	26	43	19	24
Maple Ave. & Union Street	Watsonville	39	26	38	44	63	28	52	2	42
Pennsylvania & Clifford	Watsonville	10	8	12	12	14	31	18	5	
Rodriguez & Ford	Watsonville		17	18	13	34	9	16	10	
Second Street & Rodriguez Street	Watsonville	36	34	32	23	38	25	26	15	
New Brighton Middle School	School - Capitola				23	17	17	26	43	
Bay View Elementary	School - City of Santa Cruz							66	39	
Gault Elementary	School - City of Santa Cruz	24	33	19	40	25	39	55	41	
Mission Hill Middle School	School - City of Santa Cruz	38	9	46	66	75	70	55	92	
Natural Bridges Elementary	School - City of Santa Cruz	25								
Pacific Collegiate Charter School	School - City of Santa Cruz		21	25						
Westlake Elementary	School - City of Santa Cruz							51	67	
Del Mar Elementary	School - Unincorporated County							8	2	
Green Acres Elementary	School - Unincorporated County					19	34	8	38	
Live Oak Elementary	School - Unincorporated County	29	50	44	39	37	54	27	42	
Shoreline Middle School	School - Unincorporated County							35	41	
Ann Soldo Elementary	School - Watsonville					6	4	26	2	
Freedom Elementary	School - Watsonville					1	11	11	11	
H.A. Hyde Elementary School	School - Watsonville							6	3	
MacQuiddy Elementary	School - Watsonville				10	5	0	6	5	
Mintie White Elementary	School - Watsonville	4	5	4	4	12	5	5	1	
E.A. Middle School	School - Watsonville								6	
Rolling Hills Middle School	School - Watsonville								15	

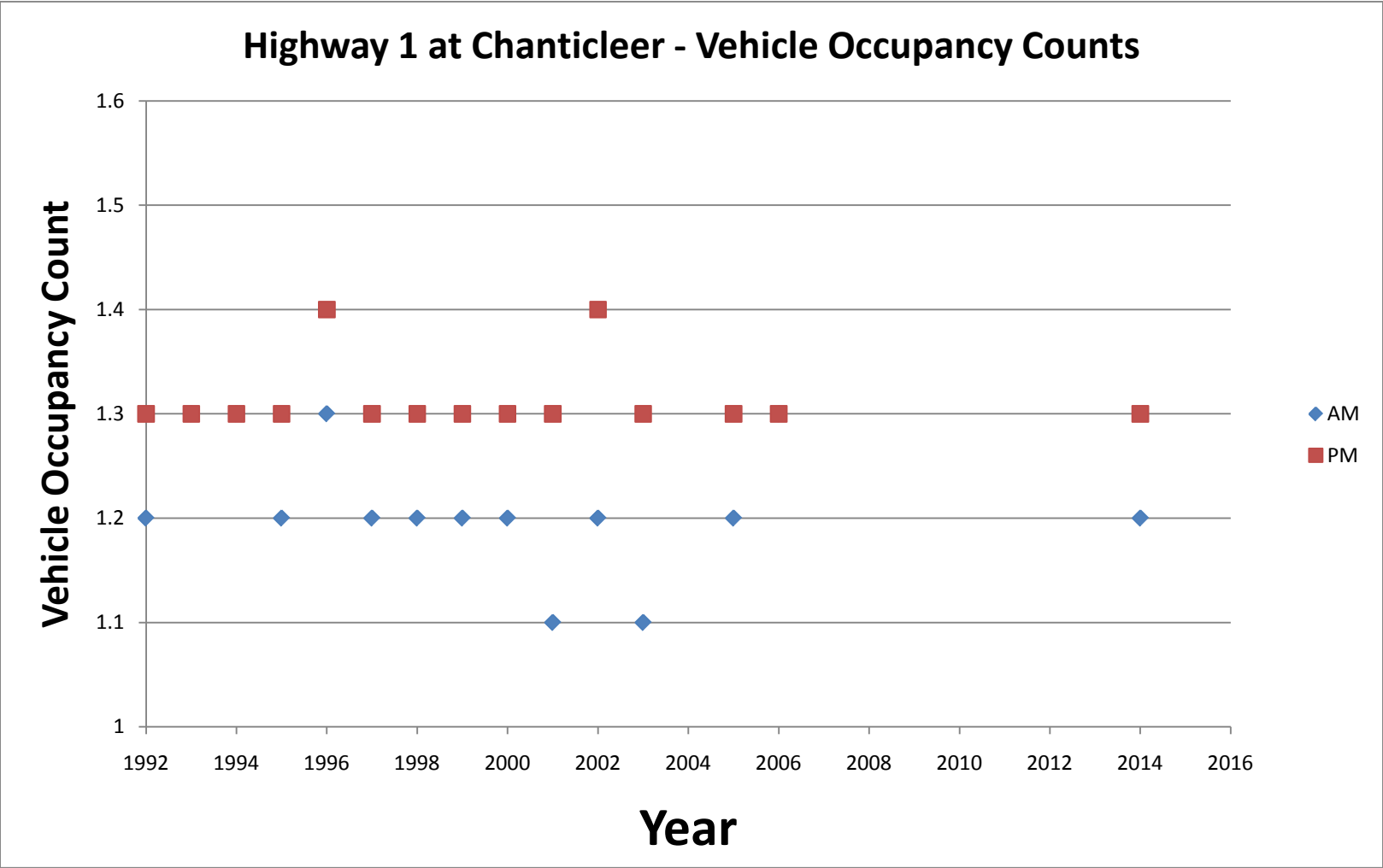
Figure 6. Santa Cruz County Motor Vehicle Count Data: 2014 versus 2012

	NB	SB	EB	WB	AM	PM	Total	2012 counts	% Change 2012 to 2014
17th Ave (N of Brommer St)	4931	5250			3767	6414	10181	11262	11%
41st Ave (N of Portola Dr)	6308	5206			3901	7613	11514	11313	-2%
Bay Street (S of High St)	6036	6454			4152	8338	12490	11730	-6%
Brommer St (W of 17th Ave)			3678	3920	2561	5037	7598	7724	2%
Freedom Blvd (E of Green Valley Rd)			14619	14306	10761	18164	28925	27374	-5%
Front Street (N of Laurel Street)	5322	5658			3423	7557	10980	11936	9%
Green Valley Rd (S of Freedom Blvd)	10938	10955			7957	13936	21893	20919	-4%
High Street (E of Bay Street)			5658	5899	4446	7111	11557	11664	1%
Laurel Street (E of Front Street)			11056	10832	8200	13688	21888	20920	-4%
Main St (W of Rodriguez St)			15021	14728	9302	20447	29749	27868	-6%
Maple Ave (W of Union St)			1483	2003	1187	2299	3486	3218	-8%
Mt Hermon Rd (NW of Scott's Valley Dr)	19153	18875			13447	24581	38028	37150	-2%
Murray St (E of Seabright Ave)			9423	9073	6083	12413	18496	19590	6%
Porter St (S of Soquel Dr)	5378	6204			4409	7173	11582	11593	0%
Portola Dr (W of 41st Ave)			6351	7526	4729	9148	13877	15280	10%
Rodriguez St (S of Main St)	3443	3077			2235	4285	6520	6403	-2%
Scott's Valley Dr (NE of Mt Hermon Rd)			11142	11403	8242	14303	22545	22597	0%
Seabright Ave (N of Murray St)	5040	5022			3319	6743	10062	8813	-12%
Soquel Dr (W of Porter St)	9637	8458			6311	11784	18095	18662	3%
	3392	4049			2479	4962	7441	7132	-4%
TOTAL							316907	313148	-1.2%

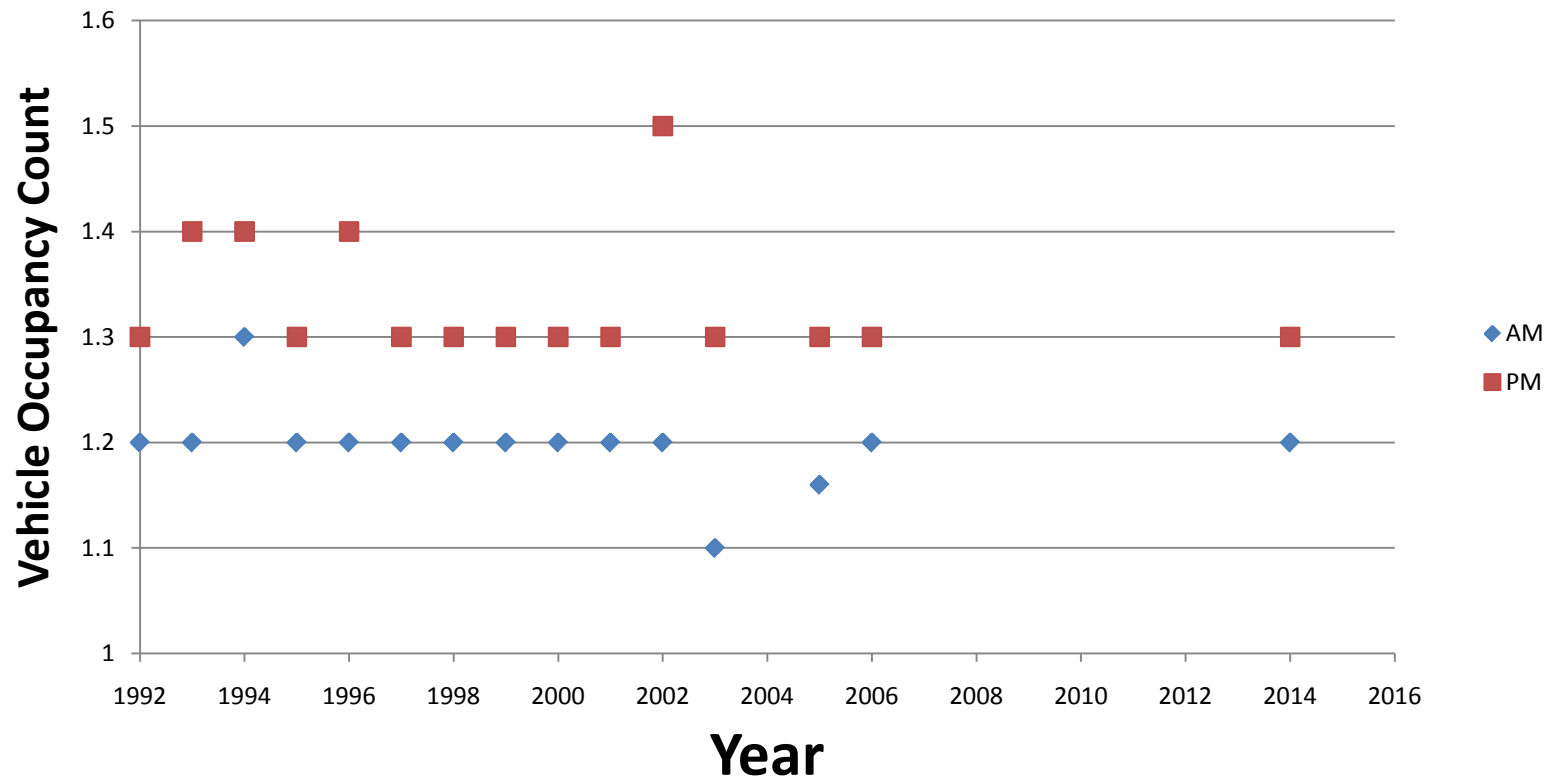
Figure 7. Santa Cruz County Vehicle Occupancy Count, Single Occupant Vehicles and Truck Volume on Highways 1 and 17 - October 2014

	Average Vehicle Occupancy Count	Single Occupant Vehicles (%)	Truck Volume (%)
AM Peak			
Highway 1 NB	1.13	87.6%	4.5%
Highway 1 SB	1.22	82.3%	3.4%
Highway 17 NB	1.14	89.7%	2.7%
Highway 17 SB	1.25	78.4%	6.1%
PM Peak			
Highway 1 NB	1.24	78.2%	1.7%
Highway 1 SB	1.34	72.5%	2.2%
Highway 17 NB	1.32	75.1%	2.6%
Highway 17 SB	1.23	81.1%	1.3%

Figure 8. Santa Cruz County Vehicle Occupancy Count Trends – Highway 1 and Highway 17



Highway 17 at Summit - Vehicle Occupancy Counts



DATE: March 19, 2015

TO: Interagency Technical Advisory Committee

FROM: Kelly McClendon, Caltrans District 5 Transportation Planning

RE: Transportation Concept Report and California Transportation Plan Updates

RECOMMENDATION

Receive a presentation on Transportation Concept Report for SR 17, SR 35, SR 129, and SR 236 and the California Transportation Plan (CTP) and provide feedback items to be considered in the updates.

BACKGROUND

Transportation Concept Reports (TCRs) provide detailed information and a long-range concept for each route operated and maintained by Caltrans. The TCR is a tool that can be used by federal, state, regional, local, and tribal governments to inform decisions regarding the management of the transportation network. TCRs identify route- and mode-specific deficiencies, needs, and opportunities, and discuss a range of system management strategies to address deficiencies. They are based on approved Regional Transportation Plan (RTP) –Sustainable Communities Strategy (SCS) regional travel demand model data.

DISCUSSION

Caltrans is currently in the process of updating Transportation Concept Reports for SR 17, SR 35, SR 129, and SR 236. This TCR development process is intended to be collaborative and will incorporate findings and data from approved local and regional studies and efforts. The final products will feature a combination of improvement strategies to be considered in partnership to maintain long-term mobility of these highways. The reports will consider needs and priorities for future investments and are intended to provide valuable information to Caltrans and its local agency partners.

Caltrans is seeking also input on the California Transportation Plan 2040 (CTP 2040), which lays out a vision for California's transportation future to support a vibrant economy and California's greenhouse gas emission reduction goals.

The draft CTP 2040 document is available for public review from March 2, 2015 through April 17, 2015. In addition, Caltrans is hosting public workshops throughout the state to present the draft CTP 2040 and to solicit public comment and input, including a workshop in Oakland the evening of March 26, 2015. For more information, and to review and comment on the draft CTP 2040 please visit the CTP 2040 website at: www.californiatransportationplan2040.org.

Caltrans staff will provide a brief presentation on TCR and CTP updates and solicit initial feedback from the ITAC on the TCR selected routes.

SUMMARY

District 5 Planning is kicking off the Transportation Concept Report (TCR) development process for selected routes in Santa Cruz County and is seeking input from the Interagency Technical Advisory Committee (ITAC). Caltrans is also seeking input on the California Transportation Plan (CTP).

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*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

CALIFORNIA TRANSPORTATION PLAN LOCAL AGENCY OUTREACH

WHY

- Federal law 23 USC 135 requires that the statewide transportation plan (the CTP) be developed in consultation with the State's MPOs and non-metropolitan local officials (or rural RTPAs in California).
- The RTP Guidelines defines the relationship between the CTP and RTPs: As part of a continuing, cooperative, and comprehensive statewide planning process, *"...the CTP is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process and provides guidance for developing future RTPs. RTPs should be consistent with and implement the vision and goals of the CTP."*
- One major aim of the CTP 2040 consultation process is to ensure that the CTP reflects the regional goals and long-range planning direction set in the RTPs across the State.

WHAT

- The CTP is a policy framework on how California will meet future transportation needs
- Offers strategies and modeling showing how we can reduce greenhouse gas emissions
- The CTP itself is not project based; rather it is a policy driven document designed to shape California's transportation vision for the next 20 years. SB 391 requires development of the CTP 2040 by 2015 and shows how California will achieve maximum feasible GHG emission reductions to achieve statewide goals
- Better understanding of interregional travel needs will inform project selection process for decision makers
- This is a forum to elevate issues to policy and decision makers and can lead to better transportation coordination
- The CTP travel demand model accounts for interregional trips
- We need input on what should be in the CTP to ensure rural transportation needs are addressed
- The CTP has a section on rural trends and challenges
- The California Statewide Travel Demand model utilizes statewide data including rural information and statistics from RTPs and general plans
- Discuss how the CTP 2040 can better capture rural and urban needs

ACTION

- *In reviewing the CTP Public Draft, regional stakeholders should consider the following:*
 1. Are these the right strategies and performance measures to address the challenges ahead? Are they consistent with your Regional Transportation Plan?
 2. What is missing? Are there ideas, concepts, or ways to approach the challenges that we have not addressed?
 3. Are there any areas of concern or “red flags” in any of the strategies, performance measures, or the plan itself?

For specific comments on the CTP Public Review Draft, stakeholders should complete a comment form online, which can be found on the CTP Web Portal at:

<http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/index.shtml> or
www.californiatransportationplan2040.org

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: State Transportation Funding Update

RECOMMENDATION

This item is for information only.

BACKGROUND

Revenues available for transportation projects fall significantly below what is needed to operate, maintain, and improve the local and state transportation system. Improved vehicle fuel efficiency has resulted in a steady decline in diesel and gas tax revenues as compared to the number of miles driven on roadways and use of transit, bicycle, pedestrian and other transportation facilities. Another significant drop in diesel and gas tax revenues collected by the California Board of Equalization is anticipated this year due to the recent decline in gas prices. The drop in gas tax revenues will significantly impact local jurisdictions' HUTA and regional State Transportation Improvement Program (STIP) allocations. Additionally, many agencies are facing short and long term structural deficits. It is becoming increasingly essential for local agencies to secure funding from competitive grants and for the community to generate local funds.

DISCUSSION

Drop in the State Excise Tax on Gasoline

On February 24, 2015 the California Board of Equalization (BOE) voted to lower the variable price-based portion of the state's gas tax by 6 cents per gallon starting July 1, 2015 because of the drop in gas prices in 2014. The adjustment is the result of the "gas tax swap" enacted in 2010 which replaced the Proposition 42 sales tax on gasoline with a per gallon tax that is adjusted annually based on gasoline prices. Because the gas tax swap requires debt service on prior transportation bonds to first be paid out of the variable gas tax revenues via a truck weight fee account (approximately \$1 billion per year), this tax reduction means a significant hit to local roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP). Statewide funding will decrease by over \$850 million in FY15/16 spread among local roads (44%), State Highway Operation and Protection Program (SHOPP) (12%), and State Transportation Improvement Program (STIP) (44%). As a result, the CTC may not be able to allocate funds to all the projects currently programmed to receive STIP funds in FY15/16 and the amount of STIP funding that the RTC will have available for programming to new projects later this year could be 55% lower than in the past (drop from \$3.5 million per year on average to less than \$1.5 million per year). According to the League of Cities

and California State Association of Counties (CSAC), HUTA funds allocated to local agencies in FY15/16 are expected to drop by nearly 25% - approximately \$3 million locally (Capitola - \$74k; Santa Cruz- \$460k, Scotts Valley -, Watsonville - \$381k, County \$1.96 million).

In recognition of the funding shortfalls and significant backlog of transportation maintenance and other needs, some State Legislators have proposed bills that might redirect gas tax revenues otherwise used to repay debt service back to transportation, as well as generate new revenues. However it is unclear which of these will move forward, if any. These include AB 227 (Alejo), AB 4 (Linder), and Assembly Speaker Toni Atkins (D- San Diego) proposal to provide transportation with \$10 billion in additional revenue over a five-year period (\$2 billion annually). The Speaker's proposal includes:

- Restoring \$1 billion in commercial truck weight fees that have been used to pay for General Obligation debt service back to transportation;
- Repayment of \$200 million in previous loans to the General Fund, and;
- Establishment of a new Road User Charge (RUC), which would provide \$800 million out of the estimated \$1.8 billion to be dedicated to transportation projects, with a primary focus on maintenance of the state highway system and local streets and roads.

However, many details of the Speaker's proposal, including how the \$2 billion in new revenues would be distributed, are still subject to debate.

Funding Opportunities

Given the extreme backlog of local transportation system needs and uncertainty with legislative proposals, **staff strongly recommends local agencies submit applications for state grant programs.** RTC staff may be available to assist project sponsors in development and review of their draft applications. The RTC and its citizen advisory committees: the Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) may also be able to provide support letters for priority projects. The following is a summary of some of state funding opportunities.

Active Transportation Program

The California Transportation Commission (CTC) is expected to adopt the final Active Transportation Program (ATP) Guidelines and issue the call for projects on March 26. Caltrans is hosting several workshops to assist project sponsors in preparing their applications. District 5 is hosting a workshop on April 2. The final Guidelines, Application Form, and Application Instructions, and workshop information will be posted on the Caltrans ATP website:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>.

Highway Safety Improvement Program (HSIP)

Caltrans is expected to issue a call for projects for the Cycle 7 Local Highway Safety Improvement Program (HSIP) program toward the end of April. A statewide webinar was held on February 26th. ITAC members that participated in the webinar are encouraged to share any

information about the program at this meeting. A Caltrans flyer encouraging agencies to begin planning now is attached ([Attachment 1](#)). More information on the program is online at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

Cap and Trade Programs

The Strategic Growth Council will be inviting short listed projects to submit full applications for the Affordable Housing Sustainable Communities Program soon. In future years, the amount of funding available for transit, bicycle, and pedestrian projects is expected to increase significantly. Project sponsors are encouraged to continue to follow this program and identify opportunities to partner with affordable housing projects. Information on the program is online at: http://sgc.ca.gov/s_ahscprogram.php

At its March 5, 2015 meeting, the RTC designated its formula share of the Cap and Trade transit operations program funds (Low Carbon Transit Operations Program (LCTOP)) to Santa Cruz METRO for renovation of the Watsonville Transit Center to include a customer service and paratransit eligibility office. RTC's share of funds for FY14/15 was \$88,497.

SUMMARY

The Board of Equalization is expected to reduce state gas taxes starting July 1. This will have a significant impact on the amount of funding available for local street and road operations and maintenance, as well as the amount available for State Transportation Improvement Program (STIP)-funded projects which are selected by the Regional Transportation Commission (RTC). Given this reduction in funding historically available to local and regional projects, project sponsors are encouraged to submit applications for state grant programs.

Attachment 1: HSIP Flyer

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It's time to start planning for the spring 2015 Cycle-7 HSIP Call-for-Projects!

WHO should apply?

- A city, county or federally recognized tribal government who can assume responsibility and accountability for federal-aid highway funds.

WHAT funding is available?

- The total federal funding available is expected to be approximately \$150 million.
- Caltrans is looking to fund multiple applications from each local agency.
- The Highway Safety Improvement Program (HSIP) includes the federal funding intended for High Risk Rural Road (HRRR) eligible projects.
- The minimum and maximum amount of federal funds for each application is from \$100,000 to \$10 million, respectively.
- The maximum amount of federal funds an agency can receive from this call is \$10 million.

WHEN is the Call and Webinar going to happen?

- The Call is scheduled to begin in April 2015 and the applications will be due late July 2015.
- A statewide **webinar** is planned for **February 26th from 9:00 am to 11:30**. This webinar will focus on the actions agencies should take in preparation for the upcoming call.
- Additional regional training workshops will be considered after the February 26th webinar.

WHERE can I find more information?

- Caltrans' HSIP website has guidance for preparing for the next call, "lessons learned" from past calls-for-projects, and examples of funded application from the previous cycles. The website can be accessed at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm
- The Local Roadway Safety Manual (LRSM) for California Local Road Owners is posted on the website and provides detailed guidance for local agencies as they consider project locations and proposed improvements for the upcoming call-for-projects.
- ❖ *Caltrans is finalizing updates to the LRSM, HSIP Guidelines, Application Form, Application Instructions, and the SafeTREC TIMS-Benefit/Cost Calculator. The draft Guidelines, Appendix B of the LRSM, Engineers checklist, and crash data summary sheet have been posted in the above link for review. Finalized documents will be posted on the websites by the time the Call is announced.*

WHY should my agency start preparing now?

- All applications will be selected based on their Benefit to Cost (B/C) ratio. **The Cycle 7 minimum B/C ratio is 5.0.** Applications must have a B/C ratio of 5 or greater to be considered in the selection process.
- Local agencies should start analyzing their roadway networks now to identify high crash locations/corridors and proposed improvements that will yield the highest B/C ratios.
- Agencies that don't have access to crash data and ways to assess their high crash concentrations, should consider using the UC Berkeley, SafeTREC-TIMS website.
<http://tims.berkeley.edu/>
- **Agencies that have a HSIP Delivery Flag when the applications are due will not be eligible to submit applications for new funding.** Now is the time to deliver past safety projects per the HSIP delivery requirements! The latest status reports are available at:
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm