



Santa Cruz County Regional Transportation Commission

AGENDA

**Thursday, May 4, 2017
9:00 a.m.**

**NOTE LOCATION THIS MONTH
Capitola City Council Chambers
420 Capitola Avenue
Capitola, CA**

NOTE

See the last page for details about access for people with disabilities, translation services, and meeting broadcasts.

En Español

Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE

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COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Oscar Rios
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	John Leopold
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff
Santa Cruz Metropolitan Transit District	Norm Hagen

The majority of the Commission constitutes a quorum for the transaction of business.

1. Roll call
2. Review of items to be discussed in closed session

CLOSED SESSION

3. CONFERENCE WITH LEGAL COUNSEL-INITIATION OF LITIGATION (Paragraph (4) of subdivision (d) of Section 54956.9 of the Government Code): One case

OPEN SESSION

4. Report on closed session
5. Oral communications

Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, and may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet and state their name clearly so that their names can be accurately recorded in the minutes of the meeting.

6. 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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

MINUTES

7. Accept draft minutes of the March 15, 2017 Traffic Operations Systems Committee/Safe on 17 Task Force meeting
8. Approve draft minutes of the April 6, 2017 Special Meeting of the Regional Transportation Commission
9. Approve draft minutes of the April 6, 2017 Regional Transportation Commission meeting
10. Accept draft minutes of the April 11, 2017 Elderly and Disabled Transportation Advisory Committee meeting
11. Accept draft minutes of the April 20, 2017 Interagency Technical Advisory Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

12. Approve designation of 2017 Proposition 1B Transit Security Funds for Santa Cruz Metropolitan Transit District (METRO) **(Resolution)**

BUDGET AND EXPENDITURES ITEMS

13. Accept status report on Transportation Development Act (TDA) revenues
14. Approve Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) claims for Volunteer Center, Community Bridges and Santa Cruz Metropolitan Transit District (METRO) **(Resolutions)**
15. Approve Measure D Public Outreach and Communication Consultant **(Resolution)**

ADMINISTRATION ITEMS

16. Accept staff recommendations for the appointments of a delegate and a representative to the California Association of Councils of Governments (CalCOG) and the Coast Rail Coordinating Council (CRCC)

INFORMATION/OTHER ITEMS

17. Accept monthly meeting schedule
18. Accept correspondence log
19. Accept letters from RTC committees and staff to other agencies
 - a. Letter to the City of Scotts Valley Council Members regarding the proposed Mount Hermon Road/Scotts Valley Drive/Whispering Pines Drive intersection plans from the Bicycle Advisory Committee
 - b. Letter to the City of Santa Cruz Planning Department regarding bicycle access improvements as a result of the Sunset Inn reconstruction from the Bicycle Advisory Committee
 - c. Letter to the California Natural Resources Agency regarding support for the Swanton Boulevard Multiuse Path and Urban Greening project from the Bicycle Advisory Committee
 - d. Letter to Senator Anthony Canella regarding support for Senate Bill (SB) 477: Intercity rail corridors: extensions from RTC staff
20. Accept miscellaneous written comments from the public on RTC projects and transportation issues
21. Accept information items – *None*

REGULAR AGENDA

22. Commissioner reports on RTC related items – oral reports
23. **Director's Report** – oral report
(George Dondero, Executive Director)

24. Caltrans report
 - a. **District Director's report**
 - b. Santa Cruz County project updates

25. Project Updates from City of Capitola Public Works – oral presentation
(Steve Jesberg, City of Capitola Public Works)

26. 2017 Unmet Paratransit and Transit Needs
(Grace Blakeslee, Transportation Planner)
 - a. Staff report
 - b. Draft 2017 Unmet Paratransit and Transit Needs

27. Highway 1 Corridor Tiered Environmental Document – Status Report
(Kim Shultz, Senior Transportation Planner)
 - a. Staff report
 - b. Milestone Schedule

28. Unified Corridor Investment Study (UCS) – Draft Goals, Criteria, Performance Measures and Projects for Scenario Analysis
(Ginger Dykaar and Grace Blakeslee, Transportation Planners)
 - a. Staff Report
 - b. Draft goals, Step 1 criteria, and Step 2 performance measures for the Unified Corridor Investment Study
 - c. Draft Project List for Scenario Analysis
 - d. Resolution for Consultant Agreement
 - e. Project Area Map
 - f. Survey Results Summary
 - g. Public Workshop Results Summary
 - h. Public Project Ideas
 - i. Public Input Via Email

29. Measure D: Draft Regional Five-Year Programs of Projects
(Karena Pushnik, Senior Transportation Planner)
 - a. Staff Report
 - b. Draft Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail 5-Year Program of Projects
 - c. Draft Highway Corridors 5-Year Program of Projects
 - d. Draft San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
 - e. Draft Highway 17 Wildlife Crossing 5-Year Program of Projects
 - f. Draft Rail Corridor 5-Year Program of Projects

30. Measure D: Community Bridges/Lift Line Five-Year Plan
(Grace Blakeslee, Transportation Planner)
- a. Staff Report
 - b. Community Bridges/Lift Line Paratransit Service 5-year Program of Projects
 - c. Community Bridges/Lift Line Job Descriptions

31. Next meetings

The next RTC meeting is scheduled for Thursday, June 1, 2017 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main St. Ste 450, Watsonville, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, May 18, 2017 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

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

Watsonville Office
275 Main Street, Suite 450, Watsonville. CA 95076
phone: (831) 460-3205
email: info@sccrtc.org / website: www.sccrtc.org

COMMENTS FROM THE PUBLIC

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JOINT MEETING OF
SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT
COMMITTEE
AND
SAFE ON 17 TASK FORCE

DRAFT MINUTES

Wednesday, March 15, 2017
10:00am-12:00pm

**San Jose California Highway Patrol
2020 Junction Ave, San Jose**

Meeting Participants

Jacques van Zeventer, Caltrans D5
Ramin Bolourchian, Caltrans D4 TMC
Domingo Candelas, Representing Senator Jim Beall
Kelly McClendon, Caltrans D5 Planning
Earl Sherman, Caltrans D4 Maintenance
Angela Gile, Representing Assemblymember Mark Stone
Marshall Ballard, Valley Transit Authority
Devin Porr, Caltrans D5
Lt Lance Hedricks, San Jose CHP
Lt Shaun Crosswhite, San Jose CHP
Sergeant Grant Boles, Santa Cruz CHP
Suwanna Kerdkaew, Santa Clara County Fire
Kieran Kelly, Representing Santa Clara County Supervisor Ken Yeager
Bernie Walik, D4 Public Information Officer
Jeff Bates, Redwood Estates Services Association
Kevin Korth, FHWA CA Division
Rubin Herrera, Caltrans D4 Maintenance
Art De La Corda, Caltrans D4
Stephen Terrin, MTC (teleconference)
Gary Richards, San Jose Mercury News (teleconference)
Ginger Dykaar, Santa Cruz County Regional Transportation Commission

1. Introductions – Introductions were made.

2. Additions or Deletions to the Agenda –none were made

3. Oral Communications –Gary Richards requested information from Caltrans on how a memorial could be erected for Bobby Gill at site where he died while working on emergency work on Highway 17 this winter. Jacques said that it would likely require legislation for a memorial to be erected.



- 4. Minutes of the September 14, 2016 Joint TOS Oversight Committee and Safe on 17 Meeting were reviewed and accepted** with the condition to add Angela Gile to the list of meeting participants.
- 5. Received Information Items** - Ginger Dykaar discussed Measure D passing in Santa Cruz County election in November 2016. Some of the funds from Measure D will be used for projects on Hwy 17, for example, \$5 million for wildlife crossing under Hwy 17 near Laurel Curve, matching funds for Freeway Service Patrol (FSP), and Cruz511 traveler information. Ginger Dykaar stated that the RTC SAFE approved entering into an agreement with Ladd's Towing for FSP service on Highway 1 and Highway 17 for the next contract period from July 8, 2017 – June 30, 2021. During winter of 2016-2017, the traffic on the RTC traveler information website "Cruz511.org" increased significantly to provide real-time traveler information, including information about traffic conditions, road closures, detour routes, highway maintenance activities, carpool options and more.
- 6. Received Update on California Highway Patrol Safe on 17 Program Statistics and Public Information Efforts** – Lt Lance Hedrick from San Jose CHP stated that there was a fatality in August 2016. The month to month collision data was not available yet because of a change in how CHP and the RTC will be tracking the data in the future. The number of regular citations increased from last year and the over time citations were consistent with previous years. Sergeant Grant Boles from Santa Cruz CHP stated that the total number of collisions on the Santa Cruz County side has increased from previous years as shown in the handout provided at the meeting. Kelly McClendon discussed that motorists have expressed appreciation for efforts from Caltrans and CHP during the many emergencies this past winter.
- 7. Emergency Repair Work on Hwy 17** – Devin Porr from Caltrans presented information on the Highway 17 emergency work on the District 5 (Santa Cruz County) side. The majority of emergency work took place north of Vine Hill Rd at the "Jarvis" slide where mudslides repeatedly occurred over the period of January 9 – February 10. Lanes on Highway 17 were closed on and off through February 21. Downed trees also closed lanes on Hwy 17 in a number of locations. Additional road repair will need to be done over the next few months which may cause some lane closures. Hwy 1, 9, 35, 129 and 152 were all affected by severe weather this winter.

Marshall Ballard discussed the running water on Hwy 17 near Moody Curve. Caltrans plans to improve the drainage to keep water off the road.
- 8. Automated Speed Enforcement (ASE)** – Laura Wells, Deputy Director of Transportation from City of San Jose presented the benefits of automated speed



enforcement to reduce the increase in fatalities that has been occurring in San Jose and elsewhere. Other areas that allow ASE have seen significant improvements in safety. The City of San Jose and San Francisco are working together to pass legislation (AB 342) that would allow automated speed enforcement to be used in these cities as a pilot program. CHP expressed concerns over ASE stating that police enforcement is much more comprehensive and concerned that funds would be diverted from CHP to automated speed enforcement programs.

- 9. Santa Clara County Fire Department's Redwood Station Engages Caltrans – Responder/Public Improvements on Santa Clara County portion of Hwy 17** – Kevin Korth from FHWA discussed how 80% of Santa Clara County Fire Dept work is responding to incidents on Hwy 17. There are a number of projects recommended for the Santa Clara County side to improve safety including edge line rumble strips, intersection and curve illuminations, curve warning signs, route markers, extended guardrail and high friction surface treatments at a few locations.
- 10. Received Caltrans District 5 Highway 17 Project Update** - Devin Porr from CT D5 discussed the Hwy 17 Shoulder Widening and Concrete Guardrail project near Scotts Valley. The project runs from 0.4 miles south of Sugarloaf to 0.1 mile south of Laurel Rd. The project is planned to be completed by Summer 2017. Caltrans has a project to construct storm water mitigation improvements south of Sims Rd that is scheduled to be completed in Spring 2017. Caltrans also plans to grind and repave all of Highway 17 in 2 to 3 years but this may take longer due to all the weather related work this winter.
- 11. Received Caltrans District 4 Highway 17 Project Update** - There are no significant projects for construction in D4. Maintenance will be performing vegetation control, removing downed trees and earthen debris.
- 12. Received Traffic Operations Systems Updates** - Traffic Management Center (TMC) Update - Ramin Bolourchian stated that if anyone sees any problems with the changeable message signs (CMSs), to please contact the TMC. Jacques van Zeventer discussed the work of D5 to keep QuickMaps accurate. He also mentioned that there was a traffic camera not operating near Freedom Blvd.
- 13. Received Additional Items** – Jeff Bates from Redwood Estates asked CHP if the bumper stickers that are provided to mountain residents could provide more benefit when emergencies occur on Highway 17. CHP responded that the emergencies this winter were so challenging, it was hard to assess how they could better help the mountain residents in these situations. Jeff Bates also expressed concern over motorists using the private roads at Redwood Estates as an alternate route to avoid traffic on Hwy 17.



14. Approved Next Meeting Date – Next Joint Safe on 17
Task Force & TOS Oversight Committee Meeting – Wednesday, September 13, 2017
10:00 to 12:00 at Santa Cruz County Regional Transportation Commission, 1523
Pacific Ave, Santa Cruz, CA 95060.

Respectively submitted by


Ginger Dykaar



**Santa Cruz County Regional
Transportation Commission**

SPECIAL MEETING
MINUTES

Thursday, April 6, 2017
9:00 a.m.

Immediately Preceding the Regular Meeting

County Board of Supervisors Chambers
701 Ocean St., 5th floor
Santa Cruz, CA

1. Roll call

Vice Chair Chase called the special meeting to order at 9:01 a.m.

Commissioners present:

Cynthia Chase	Randy Johnson
Greg Caput	John Leopold
Ryan Coonerty	Norm Hagen
Ed Bottorff	Jacques Bertrand
Sandy Brown	Gine Johnson (alternate)
Oscar Rios	Patrick Mulhearn (alternate)
Tim Gubbins (ex-officio)	

Staff present:

George Dondero	Luis Mendez
Jenn Eames	Yesenia Parra
Grace Blakeslee	Kim Shultz
Cory Caletti	Ginger Dykaar

2. Review of items to be discussed in closed session

Luis Mendez, Deputy Director, reported that the "facts and circumstances" for this legal closed session is correspondence received from the Executive Director of Trail Now threatening litigation.

3. Public Comment

Pursuant to Government Code section 54954.3, public comment is limited to items described in this Agenda before or during consideration of that item.

Larry Freitas, said that he supports fixing the tracks to have a trolley provide an alternative form of transportation to get people out of their cars. He noted that it would be a grave mistake if Trail Now gets their way and the tracks are torn out.

Barry Scott, stated that Trail Now's efforts to mislead the public need to be addressed by the Commission because there is a duty to constituents to clarify information to help them understand the difference between facts and misinformation. He noted that he supports the RTC's application for FEMA funds.

Commissioners adjourned to closed session at 9:06 a.m.

CLOSED SESSION

4. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant Exposure to Litigation to be considered for one case pursuant to Government Code 54956.9(d)(2)

OPEN SESSION

5. Report on closed session

Commissioners reconvened to open session at 9:35 a.m. and there was no closed session report.

6. Adjourn to the regular meeting of the Regional Transportation Commission

The special meeting adjourned at 9:36 a.m.

Respectfully submitted,

Jenn Eames, staff



Santa Cruz County Regional Transportation Commission

MINUTES

**Thursday, April 6, 2017
9:00 a.m.**

**County Board of Supervisors Chambers
701 Ocean St., 5th floor
Santa Cruz, CA**

1. Roll call

The meeting was called to order at 9:36 a.m.

Commissioners present:

Cynthia Chase	Randy Johnson
Greg Caput	John Leopold
Ryan Coonerty	Norm Hagen
Ed Bottorff	Jacques Bertrand
Sandy Brown	Virginia Johnson (alternate)
Oscar Rios	Patrick Mulhearn (alternate)
Tim Gubbins (ex-officio)	

Staff present:

George Dondero	Luis Mendez
Jenn Eames	Yesenia Parra
Grace Blakeslee	Karena Pushnik
Cory Caletti	Daniel Nikuna
Kim Shultz	Ginger Dykaar

2. Oral communications

Gail McNulty, Great Santa Cruz Trail Group, thanked the Commission for their work to improve transit in Santa Cruz County and efforts to help keep motorists, cyclists, and pedestrians safe. Ms. McNulty stated that there are challenges with the north coast rail trail segment and requested that Item 17 of the consent agenda be moved to the regular agenda. She noted that the **group's** goal is to see the Santa Cruz **Branch Rail Line's** value realized to its fullest potential.

Michael Sarka, Roaring Camp Railroad, said that he is in favor of retaining the tracks and adding a trail on the Santa Cruz Branch Rail Line. Mr. Sarka stated that utilization of the tracks would expand tourism and benefit the whole county. He noted that the stunning coastal views along the rail line up to Davenport would be a compelling attraction for both locals and tourists.

3. Additions or deletions to consent and regular agendas

Handouts for Items 13, 17, 24, 27 and a revised recommendation for Item 27 were distributed.

CONSENT AGENDA

Commissioner Johnson requested that future audit reports be placed on the regular agenda. Commissioner Bertrand concurred with the request. Commissioner Johnson requested that Item 13 be moved to the regular agenda. Item 13 was placed on the regular agenda as Item 22c. Gail McNulty requested that Item 17 be moved to the regular agenda. Item 17 was placed on the regular agenda as Item 22d.

Commissioner Leopold moved and Commissioner Coonerty seconded the consent agenda as amended. The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Caput, Brown, Bertrand, Bottorff, Hagen, Johnson, Rios, and Commissioner Alternates Virginia **Johnson and Mulhearn voting "aye"**.

MINUTES

4. Accepted draft minutes of the February 14, 2017 Elderly and Disabled Transportation Advisory Committee meeting
5. Approved draft minutes of the March 2, 2017 Regional Transportation Commission meeting
6. Approved draft minutes of the March 2, 2017 Service Authority for Freeway Emergencies meeting
7. Accepted draft minutes of the March 9, 2017 Budget and Administration/ Personnel meeting
8. Accepted draft minutes of the March 23, 2017 Interagency Transportation Advisory Committee meeting

POLICY ITEMS

9. Accepted Federal Legislative Update memorandum from Capital Edge

PROJECTS and PLANNING ITEMS

10. Approved Section 5310 Grant Applications (**Resolution 25-17**)
11. Approved environmental documentation and funding allocation for engineering design activity for the Santa Cruz County Bicycle Route Signage Program (**Resolution 26-17**)

BUDGET AND EXPENDITURES ITEMS

12. Accepted status report on Transportation Development Act (TDA) revenues
13. Approve Out of State Travel to attend the American Public Transportation Association (APTA) 2017 Rail Conference

Vice Chair Chase moved the item to the regular agenda as Item 22c

14. Approved amendments to the Fiscal Year (FY) 2016-17 Budget and Work Program
(Resolution 27-17)
15. Accepted the Fiscal Year (FY) 2015-16 Fiscal Audit reports

ADMINISTRATION ITEMS

16. Approved the Bicycle Advisory Committee membership appointments
17. Approve resolution authorizing the Executive Director to submit claims for Public Assistance for storm damage repair to the Santa Cruz Branch Rail Line

Vice Chair Chase moved the item to the regular agenda as Item 22d

INFORMATION/OTHER ITEMS

18. Accepted monthly meeting schedule
19. Accepted correspondence log
20. Accepted letters from RTC committees and staff to other agencies
 - a. Letter to Claire Fliesler, City of Santa Cruz Transportation Planner, regarding requests for bike lanes along Mission Street/Highway 1 to be added to Santa Cruz's Active Transportation Plan project list from the RTC Bicycle Advisory Committee
21. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
22. Accepted information items
 - a. Article published in the January/February 2017 issue of Urban Land magazine "Autonomous Vehicles: Hype and Potential" by Peter Calthorpe and Jerry Walters
 - b. News Release on March 29, 2017: "Governor Brown, Senate President pro Tempore and Assembly Speaker Announce Road Repair and Transportation Investment Package"

REGULAR AGENDA

- 22c. Approve Out of State Travel to attend the American Public Transportation Association (APTA) 2017 Rail Conference

Commissioner Johnson requested clarification about the necessity of attending the Rail Conference.

George Dondero, Executive Director, stated that the Commission will be discussing rail transit in the near future and that this particular Conference will provide an opportunity to obtain the most current information.

Commissioner Bottorff moved and Commissioner Leopold seconded the staff recommendation to approve out of state travel for the Executive Director to attend the 9th annual American Public Transportation Association (APTA) 2017 Rail

Conference in Baltimore, Maryland. The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Caput, Brown, Bertrand, Bottorff, Hagen, Johnson, Rios, and Commissioner Alternates Virginia Johnson and Mulhearn voting "aye".

22d. Public Assistance for Storm Damage Repair to the Santa Cruz Branch Rail Line

Luis Mendez, Deputy Director, stated that the RTC is applying for Federal Emergency Management Agency (FEMA) funds to repair almost \$1 million in storm damage on the Santa Cruz Branch Rail Line that include mud slides, washouts, and downed trees.

Commissioners discussed: the RTC's obligation to preserve the Santa Cruz Branch Rail Line; both private and public properties in Santa Cruz County are struggling to recover from a historic amount of storm damage; looking at other infrastructure emergency situations where FEMA requests could be made; the RTC assisting jurisdictions with their plans for road repairs with Measure D allocations; and utilizing Measure D funds to repair the rail line if FEMA funds are not received.

Gail McNulty, said that the recent storms have left Santa Cruz County with true emergencies and the damage on the rail line does not pose an immediate danger to the public. She stated that abandonment of the Santa Cruz Branch Rail Line should be considered so that the corridor could be transformed into an active transit solution. Ms. McNulty noted that Iowa Pacific should pay for the repairs needed to the rail line.

Barry Scott, stated that he supports the RTC's application for FEMA funds to repair damage on the Santa Cruz Branch Rail Line because repair costs will grow as the damage accumulates. He noted that staying the course with the current plan for a rail with trail will have less harmful environmental impacts than removing the tracks to build a trail.

Commissioner Coonerty moved and Commissioner Bottorff seconded the staff recommendation to adopt **(Resolution 28-17)** authorizing the Executive Director as the RTC agent for federal financial assistance for repair of storm damage to the Santa Cruz Branch Rail Line, authorizing the Executive Director to submit claims and execute all necessary agreements for federal and other storm damage financial assistance and finding that repair of storm damage to the Santa Cruz Branch Rail Line serves a public purpose. The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Caput, Brown, Bertrand, Bottorff, Hagen, Johnson, Rios, and Commissioner Alternates Virginia **Johnson and Mulhearn voting "aye"**.

23. Commissioner reports – oral reports

Commissioner Leopold reported on: Santa Cruz Metropolitan Transit District's (METRO) recent efforts in Washington, DC to lobby for transportation funding; and recent discussions had with a representative from the Trump Administration that gave a clear impression that roads, highways, and transit buses are not a priority under the current administration and that public-private partnerships (P3) were preferred for financing infrastructure investments.

24. **Director's Report** – oral report

George Dondero, Executive Director, reported on: the Central Coast Coalition's recent annual trip to Sacramento for Legislative Day to lobby for transportation funding; **and his and Chair Friend's attendance at the annual** California Association of Councils of Government (CalCOG) Regional Leadership Forum.

25. Caltrans report

Tim Gubbins, District 5 Director, reported on: the status of Senate Bill (SB) 1; Caltrans now authorized to conduct National Environmental Policy Act (NEPA) environmental analysis; expenses from continued road repairs due to recent storm damage potentially reaching into the billions; Highway 152 and the lower part of Highway 9 being reopened; a partial closure on Highway 35; the importance of Pfeiffer Canyon Bridge for Highway 1 and California tourism; and Caltrans working with the community while the bridge is being rebuilt.

Commissioners discussed: a request to have a temporary signal light on Highway 152 during the County Fair to reduce traffic congestion; the rebuild designs for Pfeiffer Canyon Bridge and how a temporary bridge on Highway 1 would not be adequate; recommended State Highway Operation and Protection Program (SHOPP) projects; the importance of incorporating a signalized cross walk on Highway 1 into plans for the trail parking lot in Davenport to ensure pedestrian safety; opponents of SB1 and writing a letter to Assembly Member Anna Caballero to request her support for transportation funding; **appreciation for Caltrans'** work with repairing priority roads; and planning for resources and options during emergencies to help with the flow on Highway 17.

26. Financially Constrained Project List for 2040 Transportation Plans

Ginger Dykaar, Transportation Planner, presented the staff report and provided the draft financially constrained project list and the Elderly and Disabled Transportation Advisory Committee's (E&DTAC) recommended revisions to the 2040 Santa Cruz County Regional Transportation Plan (RTP) Goals, Policies, and Targets. Ms. Dykaar reported that the RTC is working with the Association of Monterey Bay Area Governments (AMBAG) to develop the RTP and Metropolitan Transportation Plan-Sustainable Communities Strategy (MTP-SCS), with a projected final approval in June 2018.

Commissioners discussed: the practicality of the extended auto plaza drive over Soquel Creek to Bay Avenue project in Capitola; and expediting the project timeline for a connected trail at Pajaro Valley High School.

Commissioner Caput moved and Commissioner Leopold seconded the staff recommendations to:

1. Approve the project list identifying financially constrained projects for inclusion in the 2040 Regional Transportation Plan (RTP), Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan-Sustainable Communities Strategy (MTP-SCS), and evaluation in the program-level Environmental Impact Report (EIR); and

2. Approve a revision to the 2040 RTP Goals, Policies and Targets

The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Caput, Brown, Bertrand, Bottorff, Hagen, Johnson, Rios, and Commissioner Alternates Virginia **Johnson and Mulhearn voting "aye"**.

27. North coast rail trail segment of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network

Cory Caletti, Senior Transportation Planner, presented the staff report and reported on recent activities and right-of-way concerns due to the alignment of the tracks. She indicated that Measure D commitments to study different rail corridor usage scenarios were considered in the three alignment design options identified to be studied for the north coast rail trail project. Ms. Caletti provided the Commission with a revised staff recommendation to address the deadline to obligate funds for construction by 2020 or risk losing federal funds.

Vince Auriemma with the Federal Highway Administration (FHWA) Central Federal Lands (CFL) Department (participating by telephone), provided details on the survey work conducted and a synopsis on the three options **for the trail's development**: Option 1: a trail on the coastal side of the tracks, as has been designed in the Master Plan; Option 2: a trail-only scenario utilizing the track footbed and removing the tracks; and Option 3: a trail on the inland side of the tracks.

Commissioners discussed: the MBSST providing an extraordinary opportunity to create a continuous trail up the north coast; how an Environmental Impact Report (EIR) of all three options will provide the necessary information needed to reach a decision in time for the deadline and offer an opportunity for public comments; the north coast rail trail segments having a big impact on the City of Santa Cruz; excitement on having a project that promotes active transportation in the community; potential opposition from lands impacted and communication efforts with farmers and state park tenants; the differences in costs, anticipated completion dates, complications, regulatory obligations, and trail width designs associated with each option; funding at risk and moving ahead quickly to meet obligations for the Federal Lands Access Program (FLAP) grant; appreciation to community and federal partners; the RTC honoring **the County's** environmental mission; and the continued **support for the rail trail's** extension to Watsonville.

Commissioner Rios left the meeting.

Barry Scott, supports staff recommendations and Option 1 to keep the trail on the coastal side of the track and noted that all design options will have challenges. Mr. Scott stated that there is a level of public trust that needs to be honored and the RTC should stay faithful to the process and preserve the option of future rail transit.

Mark Mesiti-Miller, Friends of the Rail and Trail (FORT), stated that the group prefers Option 1 because it preserves funding and future rail options, offers the widest trail path and the best car free access to north coast resources, and supports a full environmental analysis. He noted that the return of Proposition 116 funds and a **buyout for Iowa Pacific's agreement** should be factored into the costs for Option 2.

Janneka Strauss, Bike Santa Cruz County, stated that it is in the best interest of the community to conduct an Environmental Impact Report (EIR) for the north coast rail trail segment as soon as possible to ensure that acquired grants are utilized and uphold Measure D's commitment to study options for the best use of the rail corridor.

Miles Rider, South County farmer, said that the discovery of the right-of-way location was a surprise, but the impacts to surrounding lands were less surprising. He stated that the trade-offs in Option 2 associated with the removal of the tracks to put a trail in its footprint are refreshing. Mr. Rider noted that tracks on the north coast would only be used for train excursions and not passenger rail.

Paul Shoelhammer, said that the north coast provides extraordinarily beautiful views for much of the rail line that would draw in tourists and locals alike. He noted that the rail line does eventually go down in a deep ditch and putting a trail down where the tracks are would create an expensive recreational ditch. Mr. Shoelhammer stated that he supports Option 1 to have a trail on the coastal side of the tracks.

Piet Canin, Ecology Action, commended staff for moving forward with the rail trail project and noted his preference for Option 1 to have a trail on the coastal side of the tracks.

Sheila Brannon, California State Parks, thanked the RTC and Central Federal Lands (CFL) for getting CA State Parks involved in the project early on. She said that CA State Parks supports the concept of a trail and will continue to facilitate outreach to farmers, but will need funding to assist in the ongoing planning effort.

Gail McNulty, stated that the Great Santa Cruz Trail Group supports conducting an accelerated limited scope economic and environmental study of the north coast rail trail segment to determine if removal of that tracks is the most viable option and asked that the option of putting in an impervious surface over the tracks to mitigate environmental impacts be included in the study. She noted that she is looking forward to utilizing a trail in the north coast as an alternative transportation option.

Commissioner Coonerty moved the revised staff recommendations and included an amendment for economic analysis to be conducted in parallel with the environmental process. Commissioner Leopold seconded the amendment and revised staff recommendations to:

1. Accept an update on the north coast rail trail project implementation;
2. Direct staff to expeditiously conduct a procurement process and return to the RTC for award of a contract for an environmental consultant to conduct an Environmental Impact Report (EIR), per the California Environmental Quality Act (CEQA), to analyze trail project alignment options on the north coast in order to provide the information necessary for the RTC to select a preferred alignment, and to utilize the EIR to meet Measure D commitments; and
3. Direct staff to return with a task list and funding needs as part of the Measure D 5-year plan in order to deliver the project in time to obligate funds for construction by 2020 and not lose federal or other funding.

The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Caput, Brown, Bertrand, Bottorff, Hagen, Johnson, and Commissioner Alternates Virginia Johnson and Mulhearn voting "aye".

28. Fiscal Year (FY) 2017-18 proposed budget

Luis Mendez, Deputy Director, presented the staff report. Mr. Mendez reported that the proposed FY 2017-18 budget includes Measure D funds and allows the RTC to meet its state and federal responsibilities while advancing community priorities for transportation in Santa Cruz County.

Commissioners discussed: appreciation for Ecology Action hosting Bike to Work; the use of electric bikes increasing ridership numbers; budget impacts with additional personnel **and projected growth of the California Public Employees' Retirement System (CalPERS)**; effectiveness of the Cruz511 and Bike to Work programs; having sufficient funds to deliver Highway 1 projects; the efficiency of Park and Ride lots and utilizing left over funds to provide more options; safety concerns for the Capitola Trestle; and **jurisdictions' 5-year plans** for projects to be funded with Measure D allocations.

Commissioner Caput left the meeting.

Piet Canin, stated that Ecology Action hosts Bike to Work twice a year in Santa Cruz County and within the past decade have seen a 65% increase in participation. Mr. Canin noted that Ecology Action tracks data through various outreach efforts to follow up with novice riders to encourage alternative transportation.

Dena Loijos, Health Services Agency, said that the Transportation Development Act (TDA) funds received from the RTC are used to leverage partnerships and other grants. She noted that out of 58 counties, Santa Cruz County still ranks #1 for bicycle fatalities. Ms. Loijos invited the Commission to a Vision Zero Community Forum on June 29th from 4 p.m. – 6 p.m. at the Simpkins Center.

Commissioner Leopold moved and Commissioner Chase seconded the staff recommendation to adopt **(Resolution 29-17)** approving the proposed FY 2017-18 RTC budget. The motion passed unanimously with Commissioners Chase, Coonerty, Leopold, Brown, Bertrand, Bottorff, Hagen, Johnson, and Commissioner Alternates Virginia **Johnson and Mulhearn voting "aye"**.

29. Next meetings

The next RTC meeting is scheduled for Thursday, May 4, 2017 at 9:00 a.m. at the Capitola City Council Chambers, 420 Capitola Avenue, Capitola, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, April 20, 2017 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

The meeting adjourned at 11:35 a.m.

Respectfully submitted,

Jenn Eames, Staff

Attendees:

Arnold Leff	Health Services Agency
Barry Scott	Community Member
Chris Schneiter	City of Santa Cruz
Dena Loijos	Health Services Agency
Diana Adamic	Community Member
Gail McNulty	Great Santa Cruz Trail Group
Heather Adamson	Association of Monterey Bay Area Governments
Janneka Strauss	Bike Santa Cruz County
John Chamberlain	AECOM
John Schapp	Community Member
Kate Guberson	Harris
Larry Freitas	Community Member
Mark Mesiti-Miller	Friends of the Rail Trail
Michael Sarka	Roaring Camp Railroads
Miles Reiter	Santa Cruz County Farmer
Pat Malo	Green Trade
Paul Shoelhammer	Community Member
Piet Canin	Ecology Action
Rusty Santee	Central Home Supply
Sheila Brannon	California State Parks
Steve Salike	Community Member
Theresia Regerson	Health Services Agency



Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Minutes Tuesday, April 11, 2017

RTC Offices
1523 Pacific Avenue, Santa Cruz, 95060

- 1 Call to Order: 1: 34 pm
2. Introductions

Members Present:

Kirk Ance, CTSA, Lift Line
Pam Arnsberger, 2nd District
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Clay Kempf, Social Service Provider,
Seniors
Cara Lamb, Potential Transit User
Dulce Lizarraga-Chagilla, Social Service
Provider-Seniors
Lori Welch Bettencourt, 4th District

Alternates Present:

April Warnock, Metro Transit/ParaCruz

Excused Absences:

Tom Duncanson, 2nd District

Unexcused Absences:

Greta Kleiner, Potential Transit User
Disabled
Michael Molesky, Social Service Provider
Disabled (County)

RTC Staff Present:

Grace Blakeslee
Cory Caletti
Cathy Judd
Rachel Moriconi
Karena Pushnik

Others Present:

Ray Cancino, Community Bridges
Alex Clifford, Metro
Barrow Emerson, Metro
Lois Connell, Volunteer Center
Donald Miller
Sean Vienna, AMBAG

3. Oral Communications
 - Yellow Cab is selling its assets to Michael and John Cardinale in Monterey and close of the sale is expected on April 30. The new cab company will be invited to discuss any changes to paratransit services to the E&D TAC
 - RTC initiated the Cruz511 In Your Neighborhood project. People in central Watsonville and eastside Santa Cruz neighborhoods are invited to participate. The program is focused on providing customized information for individuals interested in bicycling, walking or carpooling instead of driving alone. This is a pilot project and future programs could be expanded to other neighborhoods.
 - Caltrain is going ahead with their plans to electrify trains. A suggestion was made that Santa Cruz County should consider electrifying Metro buses.
4. Additions or deletions to the consent or regular agenda

Clay Kempf requested that Item 14c be pulled from the Consent Agenda. Item 14c was placed on the Regular Agenda as Item 15a.

Grace Blakeslee, RTC staff informed attendees of a correction to Item 10, Receive Information about FY15-17 Section 5310 Program Applications to revise the Santa Cruz Metropolitan Transit District project description from customer service and paratransit supervisors to ParaCruz operators' wages to provide expanded paratransit service.

Grace Blakeslee, RTC staff, noted the replacement pages for Item 20, Review and Recommend RTC Approval of Measure D: Direct Allocation to Community Bridges Lift Line Five-Year Plan, were provided.

CONSENT AGENDA

Action: A motion (Berkowitz/Lamb) was made to approve the Consent Agenda.

The motion passed unanimously with members Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor, Ance abstains.

5. Approved Minutes from February 9, 2017
6. Received RTC Meeting Highlights
7. Received resignation from Sally French, Social Service Provider-Disabled
8. 2017 E&D TAC Updated Roster
9. 2017 E&D TAC Meeting Calendar
10. Received Information about FY15-17 Section 5310 Program Applications
11. Received Information Items
 - a. Letter dated February 15, 2017 from Santa Cruz Metropolitan Transit District to Customers
 - b. County of Santa Cruz Department of Parks, Open Space and Cultural Services Strategic Plan Public Meeting Dates and Times Flyer
12. Received Transportation Development Act Revenues Report
13. Receive Agency TDA Reports - none
14. Receive Agency Updates
 - a. Volunteer Center – none
 - b. Community Bridges – none
 - c. Santa Cruz Metro
 - i. ParaCruz Report for October-December 2016 – Chair Elsea moved the item to the Regular Agenda as Item 15a.

REGULAR AGENDA

15. Appointment of Chair and Vice Chair

A single nomination was heard to appoint Veronica Elsea as Chair.

Action: A motion (Berkowitz/Kempf) was made to approve the nomination of Veronica Elsea as Chair to the E&D TAC.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

A single nomination was heard to appoint John Daugherty as Vice Chair.

Action: A motion (Berkowitz/Kempf) was made to approve the nomination of John Daugherty as Vice Chair to the E&D TAC.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

15a. Receive Agency Updates, Santa Cruz Metro, ParaCruz Report for October-December 2016

E&D TAC members discussed the 30% decrease in ParaCruz ridership over the last two years and a decrease in on time performance. Members requested that E&D TAC discuss ParaCruz's ridership and performance at a future E&D TAC meeting.

April Warnock mentioned that part of the downturn in ridership could be due to fare increases and that a decrease in on-time performance issues may reflect the need for more operators. Alex Clifford offered that congestion throughout the County can affect on time performance and that fare increase may cause paratransit riders to plan their trips more efficiently, and shift to fixed route transit.

Action: A motion (Kempf/Ance) was made to approve Item 15a. Receive Agency Updates, Santa Cruz Metro, ParaCruz Report for October-December 2016.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

16. Review and Recommend RTC Approval of 2017 Unmet Paratransit and Transit Needs List

Grace Blakeslee, RTC Planner presented the 2017 Unmet Paratransit and Transit Needs List. Members suggested that Item 2 H1 include "consider on-demand transit services" as a second bullet point. An additional language change was offered under Item 39 H2 first bullet point to read "Signal Priority" in place of "Preemptive Signal Control".

Action: A motion (Kempf/Daugherty) was made to approve the 2017 Unmet Paratransit and Transit Needs List to include a second bullet point for Item 2 H1 to include "consider on-demand transit services", and to revise the language for Item 39 H2 from Preemptive Signal Control to Signal Priority.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

17. Consider Draft Transportation Development Act Claim for Santa Cruz Metropolitan Transit District

Alex Clifford, Executive Director of Santa Cruz Metropolitan Transit District (Santa Cruz Metro) discussed the Transportation Development Act (TDA) Claim for the Santa Cruz Metro in the amount of \$6,767,933.

Members asked how the TDA claim funds will be used by Santa Cruz Metro to which Alex Clifford explained that TDA revenues, along with Measure D funds, will go into the Santa Cruz Metropolitan Transit District annual budget to sustain existing transit and paratransit service, and over the next 1-2 years provide a match to federal grant funds. Metro needs to replace 61 buses and will acquire new buses as funds permit. Metro will consider purchasing, CNG or electric buses. Last year Metro purchased five new buses with the support of grant funds.

Action: A motion (Kempf/Lamb) was made to recommend that the Regional Transportation Commission approve the FY 2017-18 Transportation Development Act (TDA) and the FY 2017-18 State Transit Assistance (STA) claims for the Santa Cruz Metropolitan Transit District.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. Daugherty abstains.

18. Consider Draft Transportation Development Act Claim for Community Bridges

Kirk Ance, Community Bridges discussed the Transportation Development Act (TDA) claim for Community Bridges in the amount of \$664,920. Community Bridges plans to use TDA funds to provide approximately 30,999 one-way trips using their Taxi Scrip, Medical TDA, Meals on Wheels, Elderday, and Winter Shelter programs to eligible clients over FY 2017-18.

Members discussed aspects of the TDA claim including administration costs, Elderday services, and the winter shelter, and the value of Community Bridges transportation programs to other services such as the operation of the winter shelter.

Action: A motion (Kempf/Lamb) for the E&D TAC to recommend approval of Community Bridges Transportation Development Act (TDA) claim to the Regional Transportation Commission and communicate the significance of transportation services provided by Community Bridges and funded through TDA in supporting other countywide social services.

The motion passed unanimously with members Arnsberger, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor; Ance, Berkowitz abstain.

19. Consider Draft Transportation Development Act Claim for Volunteer Center

Lois Connell, Volunteer Center presented the Transportation Development Act (TDA) Claim for the Volunteer Center stating that the number of clients and rides expected to be provided this year is consistent with prior years. This year the Volunteer Center acquired new drivers serving the Watsonville area. The Volunteer Center hopes to computerize their dispatch system, and that the program has acquired a new transportation services coordinator.

Action: A motion (Arnsberger/Ance) was made to recommend that the Regional Transportation Commission approve the FY 2017-18 Volunteer Center's Transportation Development Act (TDA) carries unanimously.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lamb, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

20. Review and Recommend RTC Approval of Measure D: Direct Allocation to Community Bridges Lift Line Five-Year Plan

Ray Cancino, Executive Director, Community Bridges presented the 5 year plan for Community Bridges for its Direct Allocation of Measure D: Transit For Seniors and People Living with Disabilities investment category funds for paratransit services. Mr. Cancino said that 49% will go toward expanding service from 5 to 7 days per week. Community Bridges will allocate some of the first 5 years revenue towards purchasing or leasing a new operations facility. In year six, the percent of Measure D funds previously dedicated to the operations facility will be shifted to additional service expansion with the remaining cost of the facility to be paid for by a commercial loan. Community Bridges Board approval will be on their agenda on May 17, 2017.

Members noted that although the 5 Year Plan included the addition of two new drivers, a driver trainer and dispatch and administrative assistance, it did not adequately communicate what new services paratransit services would be provided as a result of Measure D funding. Members suggested that Community Bridges work with the RTC to revise the five-year plan narrative to describe the impact Measure D funds would have on transportation services provided and further explain the value of setting aside funding for an operations facility.

Action: A motion (Arnsberger/Welch Bettencourt) was made to approve Measure D: Direct Allocation to Community Bridges Lift Line Five-Year Plan if amended to demonstrate how transportation services will be expanded as a result of Measure D and explain how allocations of funding to an operational facility identified in the five-year plan are expected to expire after five years.

The motion passed unanimously with members Arnsberger, Daugherty, Elsea, Kempf, Lizarraga-Chagolla, Welch Bettencourt vote in favor. Ance, Berkowitz abstain.

21. Review and Recommend RTC Approval of Measure D: Regional Five-Year Plan

Rachel Moriconi, Senior RTC Planner discussed the draft five-year plans (FY17/18 through FY 22/23) for each of the Measure D regional investments – Highway Corridors, Active Transportation, the Rail Corridor, the San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing. The RTC board is scheduled to consider these lists following a public hearing at its June 1, 2017 meeting. The plans will be adjusted annually based on updated project schedule and cost information, as well as information on any grants and other funds agencies are able to secure for projects. Since annual revenues are sometimes insufficient for larger projects, agencies may carryover, reserve, or “bank” revenues to future years.

Cory Caletti, Senior RTC Planner provided additional details on the draft 5-year Program of Projects for the Active Transportation category, specifically the Monterey Bay Sanctuary Scenic Trail (MBSST).

Members appreciated the information on expected expenditures investment categories and requested that if there be sufficient opportunity for seniors to provide input on the Highway 9 corridor plan. Staff confirmed there will be opportunities to provide input using online surveys, community meetings as well as paper surveys, which could be shared at senior meal sites and other methods.

Action: A motion (Daugherty/Ance) was made for the E&D TAC to recommend to the RTC approval of the Measure D: Regional Five-Year Plans.

The motion passed unanimously with members Ance, Arnsberger, Berkowitz, Daugherty, Elsea, Kempf, Lizarraga-Chagolla, Welch Bettencourt vote in favor. No votes were cast in opposition.

22. Pedestrian Safety Workgroup brochure Update & Distribution

Veronica Elsea, Pedestrian Safety Workgroup Chair discussed the brochure *What Pedestrians and Bicyclists Want Each Other to Know*. Ms. Elsea told members that the English version has been printed and available now. The Spanish translation is complete and will be reviewed by the PSWG for formatting. The PSWG will propose distribution methods that coincide with outreach opportunities. Copies were distributed to all present.

23. Adjourn 4:13 pm

Respectfully submitted, Cathy Judd, RTC Staff

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

DRAFT MINUTES

Thursday, April 20, 2017, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, University of California at Santa Cruz (UCSC)
Mark Dettle, Santa Cruz Public Works
Barrow Emerson, Santa Cruz Metropolitan Transit District (METRO)
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Association of Monterey Bay Area Governments (AMBAG)
Jessica Kahn, Scotts Valley Public Works
Kelly McClendon, Caltrans District 5 Planning

RTC Staff Present: Rachel Moriconi

Others Present: Maura Twomey, AMBAG

1. **Call to Order:** Chair Fontes called the meeting to order at 1:30 p.m.
2. **Introductions:** Self introductions were made.
3. **Oral Communications:** Murray Fontes appreciated all of the work that Interagency Technical Advisory Committee (ITAC) members do to serve the community and improve transportation in Santa Cruz County, sharing a short story about recent storm damage which has especially impacted the County of Santa Cruz and the workload of former ITAC Chair Steve Wiesner.
4. **Additions, deletions, or changes to consent and regular agendas:** None.

CONSENT AGENDA

5. **Approved Minutes of the March 23, 2017 ITAC meeting** (*Fliesler/McClendon*). *The motion passed unanimously with Buika, Emerson, Fliesler, Fontes, Friedrich, Kahn, and McClendon voting yes. Dettle abstained.*

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents

UCSC – Teresa Buika reported that UCSC is interested in working with local jurisdictions to coordinate expansion of carshare programs. Links to current Zipcar carshare programs is on

the Cruz511.org website.

METRO –Barrow Emerson reported that METRO continues to work with the City of Santa Cruz and UCSC to lease articulated buses to serve UCSC. METRO is also working with the City of Santa Cruz on developing a Transportation Demand Management (TDM) program for downtown.

Santa Cruz – Mark Dettle reported that the city is finishing up Measure H bond-funded paving projects this spring and summer. Many paving projects include striping for bicycle and pedestrian facilities. The Branciforte Creek bike/pedestrian bridge/connection started construction, with a portion of the San Lorenzo River path closed until July. Claire Fliesler reported that the city council will consider a contract with Social Bicycles to set up bike share stations for 250 bicycles. The city is also seeking an Urban Greening grant for the Swanton Boulevard multi-use path connecting Natural Bridges State Park and the Mission Street Extension-Wilder Ranch trail. The city is continues work with METRO on the downtown TDM and Pacific Station projects.

Caltrans – Kelly McClendon reported that the Highway [129 curve realignment project](#) is underway, with a full road closure expected April 30 to May 5, with construction scheduled to be complete in June. Fish and Wildlife and Caltrans are expected to sign an agreement for advance mitigation credits, as part of the Highway 17 wildlife crossing project. Caltrans will be announcing planning grants very soon [*the City of Watsonville Complete Streets Plan was subsequently approved for funding*]. He noted that SB1 includes additional funding for planning. Murray Fontes requested that information be shared as guidelines are developed for this and other SB1 funding programs. Mr. McClendon also reported that the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities program call for projects will be released soon. Several [construction projects](#) are restarting countywide after winter suspension.

Maura Twomey arrived.

SCCRTC: Rachel Moriconi reported that the “Cruz511 in Your Neighborhood” individualized transportation information public outreach effort is starting, including community events in the cities of Santa Cruz and Watsonville. In April, the RTC approved the financially constrained 2040 Regional Transportation Plan (RTP) project list, as recommended by project sponsors. The RTC also approved a staff recommendation to conduct environmental review of the North Coast rail trail segment of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) in order to provide the information necessary for the RTC to select a preferred alignment. A community meeting on the Highway 9/San Lorenzo Valley (SLV) Corridor plan is scheduled for May 31.

AMBAG: Erich Friedrich reported that AMBAG is seeking consultants for a Central Coast supra-region activity-based model and is seeking funding to prepare a regional transportation performance measure plan. AMBAG is working on updating financial estimates for the 2040 Regional Transportation Plan (RTP)/Metropolitan Transportation Plan (MTP) based on new Senate Bill 1 funding estimates. AMBAG is also releasing its rural transit study which identifies strategies for rural areas.

Scotts Valley – Jessica Kahn reported that the city council approved the final design for the

Scotts Valley Dr./Mount Hermon Rd./Whispering Pines intersection project, incorporating many comments submitted by the RTC's Bicycle Committee. The project is expected to go to construction this summer. The city is also preparing a new pavement management plan.

Watsonville – Murray Fontes reported that the city is starting the Freedom Blvd. plan line project. The city is also requesting State Transportation Improvement Program (STIP) allocations for funds previously programmed for Airport Boulevard from Freedom Blvd to the city limits and sidewalk infill on Main Street and Harkins Slough Road.

7. **Recommended RTC Approval of Measure D: Five-year plans for regional projects**

Rachel Moriconi presented the five-year program of projects for each of the Measure D regional investment categories.

The committee approved a motion (Fliesler/Buika) recommending that the Regional Transportation Commission (RTC) approve the staff recommended 5-year program of projects for the Highway Corridors, Active Transportation and Rail Corridor investment categories and for the San Lorenzo Valley (SLV) Highway 9 Corridor and Highway 17 Wildlife Crossing. *The motion passed unanimously with Buika, Dettle, Emerson, Fliesler, Fontes, Friedrich, Kahn, and McClendon voting yes.*

8. **Received agency updates on Senate Bill 1 and Measure D formula allocations**

Rachel Moriconi presented information on Senate Bill 1 and Measure D allocations which will be distributed by formula to cities, the County of Santa Cruz and Santa Cruz METRO and requested that agencies provide updates on how they plan to use these new local and state revenues. She noted that recent California Department of Finance estimates for cities and counties are lower than previous Caltrans estimates that were included in the staff report. She also provided updated guidance on meeting the Measure D maintenance of effort requirement, based on input received at the March 2017 ITAC meeting. She noted that once maintenance of effort (MOE) requirements for SB 1 are established, there will hopefully be opportunities to coordinate MOE reports required by the state with those submitted for Measure D.

Agencies reported the following updates:

- Watsonville – City council approved its Measure D 5-year program of projects on March 28 and has identified some reconstruction projects to fund with SB1 revenues.
- UCSC – Teresa Buika suggested that some of the increased State Transit Assistance (STA) funds be used to increase bus service to UCSC.
- METRO –At least some SB 1 funds are expected to be used for replacement buses. Measure D expenditures, proposed to be used for operations in the first five years, will be considered as part of METRO's annual budget. METRO is also hiring drivers needed to maintain existing service.
- Santa Cruz – City council will consider the Measure D 5-year program of projects at its May 9 meeting. The list includes a combination of paving, bicycle, pedestrian and trail projects. In future years, some Measure D revenues will be used to serve as a local match to leverage other grants. SB 1 funds will help address ongoing operations and maintenance, including storm water, street lighting, and pavement repairs.
- Scotts Valley – City council is expected to approve Measure D and SB1 uses as part of

the city budget, following a public hearing on June 7.

- County – RTC staff noted that the County is soliciting public input through an online survey and plans to approve projects to receive Measure D funds through its June budget process.
- Caltrans: SB 1 includes a significant increase in funds for the State Highway Operation and Protection Program (SHOPP).
- Regional – RTC and AMBAG staff do not anticipate significant new regional funding opportunities from SB 1. Any new State Transportation Improvement Program (STIP) funds will be incorporated into the RTC's 2018 Regional Transportation Improvement Program (RTIP) development process. However, the amount of projected new STIP funds for Santa Cruz County over ten years is less than the amount that was deleted by the California Transportation Commission (CTC) in 2016.

9. Received State and Federal freight program updates

Kelly McClendon presented information on freight in Santa Cruz County and the central coast, including information on major freight corridors, maps of freight-dependent industries, trucking hubs, and commercial flows, noting that the region exports more goods than are imported. He highlighted key freight routes in Santa Cruz County, especially Highway 1, Highway 129, and Highway 17. He noted that freight stakeholders have identified improving speeds on the Santa Cruz Branch Rail Line, safety on Highway 129 and Highway 17, and congestion on Highway 1 as significant issues. He also provided an overview of the California Freight Mobility Plan, which includes a project list that Caltrans will be updating.

Maura Twomey presented information on the California Freight Investment Program (CFIP), which will be used to distribute formula freight funds from the Fixing America's Surface Transportation (FAST) Act's National Highway Freight Program. The California Transportation Commission (CTC) is finishing draft guidelines for the program and will be soliciting applications for \$582 million in funds soon. Based on comments from regional agencies, \$7-10 million is targeted for the Central Coast. Projects will need to be ready to start construction by 2020. This and other state and national freight programs will be very competitive, especially since most guidelines look at annualized numbers, whereas peak season freight volumes are more significant in the Monterey Bay Area. A first step is identifying projects that are on Critical Urban and Critical Rural freight corridors.

- 10. Next meeting:** The ITAC agreed to hold the meeting on May 25, 2017 at 1:30pm in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. This is one week later than the typical meeting date.

The meeting adjourned at 3:12 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

AGENDA: May 4, 2017

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: 2017 Proposition 1B Transit Security Funds for Santa Cruz METRO

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)):

1. Designating the RTC's share of FY16/17 Proposition 1B California Transit Security Grant Program (CTSGP) funds to the Santa Cruz Metropolitan Transit District (Santa Cruz METRO);
 2. Approving Santa Cruz METRO's proposed project ([Attachment 2](#));
 3. Authorizing staff to submit applications for the funds on behalf of Santa Cruz METRO; and
 4. Authorizing staff to execute any agreements necessary to receive and pass-through funds to Santa Cruz METRO, contingent on approval by the Santa Cruz METRO Board on submittal of the application.
-

BACKGROUND

On November 7, 2006 California voters approved Proposition 1B, authorizing \$19.9 billion in bonds for a variety of transportation programs. \$600 million of the Proposition 1B funds were designated for the California Transit Security Grant Program - California Transit Assistance Fund (Proposition 1B Transit Security Funds) to be distributed to transit agencies (Section 99314) and Regional Transportation Planning Agencies (Section 99313), using the same formula used to allocate State Transit Assistance (STA) funds. As required by state guidelines, applications to the Governor's Office of Emergency Services (Cal-OES) for these projects must be submitted through, and approved by county transportation commissions (RTC).

Proposition 1B Transit Security funds can be used on capital transit projects that provide increased protection against a security or safety threat, or that increase the capacity of transit operators to prepare disaster-response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster. The funds can be used on planning, engineering, construction management, architectural and other design work, environmental impact reports and assessments, required mitigation expenses, appraisals, legal expenses, site acquisitions, and necessary easements, construction, and acquisition. Management and administration (M&A) costs are not allowable expenses for Proposition 1B Transit Security funds.

As part of the annual State Budget, the legislature determines how much funding to appropriate to Proposition 1B programs. In FY16/17, the State Controller's Office allocated \$169,870 to the Santa Cruz County Regional Transportation Commission (RTC) and \$182,534 to the Santa Cruz Metropolitan Transit District (METRO) for a Santa Cruz County total of \$352,404 in Proposition 1B California Transit Security Grant Program (CTSGP) funds. This is the same amount as last year.

Since inception of this Proposition 1B program, the Regional Transportation Commission (RTC) has designated its share of Proposition 1B Transit Security funds to Santa Cruz METRO for public transit security projects.

DISCUSSION

Santa Cruz METRO staff requests that the RTC designate its FY16/17 Proposition 1B Transit Security funds (\$169,870) for Santa Cruz METRO projects as it has done the past nine years ([Attachment 2](#)). Pending approval by the METRO Board of Directors on April 28, 2017, METRO proposes to use FY16/17 funds to complete the installation of video surveillance systems at vulnerable METRO facilities and on METRO vehicles. A consultant will be hired to design the security camera installation at the operations facility, the fueling station, and on transit vehicles. This project will provide safety for employees and passengers at operating facilities, transit centers, and on transit vehicles, while offering physical security for vulnerable equipment during routine operations and emergency conditions. This is a continuation of previous years' projects to establish interconnected security systems throughout METRO facilities.

Contingent on METRO Board approval on April 28, 2017, **staff recommends that the Regional Transportation Commission (RTC) approve a resolution ([Attachment 1](#)) designating the RTC's FY16/17 share of Proposition 1B Transit Security Funds to the Santa Cruz Metropolitan Transit District (Santa Cruz METRO); authorizing staff to submit applications for the funds on behalf of Santa Cruz METRO to the California Office of Emergency Services (Cal-OES); and authorizing staff to execute any agreements necessary to receive and pass funds through to Santa Cruz METRO.**

SUMMARY

Proposition 1B included bond revenues for transit security projects. Staff recommends that the Commission approve the Santa Cruz Metropolitan Transit District (METRO) request to designate the RTC's share of funds (\$169,870) to METRO for installation of video surveillance systems at METRO facilities and on METRO vehicles.

Attachments:

1. Resolution Designating Prop. 1B Transit Security Funds to Santa Cruz METRO
2. Request from Santa Cruz METRO

RESOLUTION NO. 30-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 4, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING SUBMITTAL OF
AN APPLICATION AND EXECUTION OF AGREEMENTS FOR
PROPOSITION 1 B CALIFORNIA TRANSIT SECURITY GRANT PROGRAM FUNDS FOR
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

WHEREAS, the Highway Safety, Traffic Reduction, Air quality, and Port Security Bond Act of 2006 (Proposition 1B) and its enabling legislation in California Government Code Section 8879.57 designated Proposition 1B bond funds for the California Transit System Safety, Security, and Disaster Response Account for the California Transit Security Grant Program (CTSGP); and

WHEREAS, the CTSGP funds are available to Regional Transportation Planning Agencies (RTPAs) and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC); and

WHEREAS, the Santa Cruz County Regional Transportation Commission and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) are the eligible recipients of CTSGP funds in Santa Cruz County; and

WHEREAS, Santa Cruz METRO requests that the Santa Cruz County Regional Transportation Commission designate its allocation of FY2017 CTSGP funds to Santa Cruz METRO; and

WHEREAS, Santa Cruz METRO proposes to use the region's entire allocation of FY2016 CTSGP funds for security enhancement projects that are consistent with the Regional Transportation Plan and in conformance with the CTSGP Guidelines; and

WHEREAS, applications to the California Governor's Office of Emergency Services (CalOES) for FY2017 CTSGP funds must be approved by and submitted through the RTPA; therefore,

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The FY2017 allocation of Santa Cruz County's formula share of Proposition 1 B California Transit Security Grant Program funds for Grant #6961-0002 are hereby programmed to Santa Cruz METRO for projects that increase protection from security or safety threats against public transit riders, stations, facilities and equipment;

2. The Executive Director is authorized to submit an application for FY2017 CTSGP funds to the Cal OES on behalf of Santa Cruz METRO;
3. The Executive Director is hereby authorized to execute on behalf of the Santa Cruz County Regional Transportation Commission any actions and agreements necessary for the purpose of obtaining financial assistance for Santa Cruz METRO as provided by the Cal OES from the FY 2017 CTSGP funds.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: Cal-OES; Cayla Hill, SCMTD; RTC Programming

*Santa Cruz Metropolitan
Transit District*



April 6, 2017



Mr. George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Resolution Authorizing Submittal of an Application and Execution of Agreements
for Prop 1B California Transit Security Grant Program Funds for Santa Cruz
Metropolitan Transit District

Mr. Dondero:

Enclosed is an Investment Justification for the FY17 California Transit Security Grant
Program (CTSGP) from the Santa Cruz Metropolitan Transit District (METRO).
METRO requests that the Santa Cruz County Regional Transportation Commission
(SCCRTC) review the enclosed FY17 CTSGP Investment Justification detailing
METRO's plan for utilizing FY17 CTSGP funds.

METRO proposes the following project in the Investment Justification for the total FY17
CTSGP allocation of \$352,404:

Comprehensive Security and Surveillance System

METRO requests that the SCCRTC adopt a resolution to delegate its share of FY17
CTSGP funds to METRO for the proposed transit security project.

Sincerely,

Alex Clifford
CEO

Enclosure

Santa Cruz Metropolitan Transit District
 FY 2016-17 California Transit Security Grant program
 California Transit Assistance Fund (CTSGP-CTAF)
 Investment Justification

A. Investment Heading	
Date Submitted	5/1//17
Grant Year Applying For	FY 2016-17
County of Allocation	Santa Cruz
Agency Name	Santa Cruz Metropolitan Transit District
Investment Name	Comprehensive Security and Surveillance System
Investment Phase	Equipment, Construction
Amount Requesting	\$352,404
FIPS Number	087-91033
Number of Projects	1

B. Contact Information	
Point of contact's (POC) name and title: POC's email address:	Cayla Hill, Administrative Specialist chill@scmttd.com
AA's name and title: AA's e-mail address:	Alex Clifford, CEO/General Manager aclifford@scmttd.com
AA/ POC's full mailing address; AA/ POC's telephone number; AA/POC's fax number;	110 Vernon St. Santa Cruz, CA 95060 ph. (831) 426-6080 fax (831) 426-6117

C. Investment Funding plan			
Investment YEAR <u>2017</u>	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$169,870	\$0	\$169,870
Construction	\$0	\$182,534	\$182,534
Total	\$169,870	\$182,534	\$352,404

****NOTE –Label each project alphabetically and provide the following questions per project.

Santa Cruz METRO is submitting only one project with this application and no lettering precedes the project title.

Agency Name and FIPS: Santa Cruz Metropolitan Transit District 087-91033

Letter and Project Title: Comprehensive Security and Surveillance System

D. Provide a brief description for this investment.

The Santa Cruz Metropolitan Transit District (METRO) Comprehensive Security and Surveillance project is a continuation of previous years' projects to establish interconnected security systems throughout METRO facilities. This allocation will support past grant cycles wherein METRO purchased and installed cameras for a video surveillance system. To date, video surveillance installation is complete at the administration building, the maintenance facility, the Watsonville Transit center, and Metro Center.

This year's project will complete the installation of video surveillance systems at vulnerable METRO facilities and on METRO vehicles. A consultant will be hired to design the security camera installation at our operations facility, our fueling station, and on transit vehicles. This project will provide safety for employees and passengers at operating facilities, transit centers, and on transit vehicles, while offering physical security for vulnerable equipment during routine operations and emergency conditions.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The Comprehensive Security and Surveillance System is a capital project designed to improve the physical security of transit operating yards and capital equipment used both for routine passenger transportation and emergency response evacuation. The installation of video surveillance systems in our operations' facilities and on transit vehicles will improve safety and security for transit users and employees by allowing for effective, coordinated management of personnel and equipment for daily operations and during incident management.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The continued expansion of METRO's Comprehensive Security and Surveillance System will enable continuous, effective, and coordinated incident management. This network of surveillance will enhance safety and emergency management and response through real-time information that can be relayed to in-house security, METRO employees, and law enforcement personnel to enhance public and METRO employee safety and security.

G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

The Comprehensive Security and Surveillance System will install video surveillance systems and monitoring consoles with a useful lifespan of 3 years or more. The security and communications capital equipment funded by this project will provide safety and security at METRO facilities, all

of which have a useful life exceeding the specifications of subdivision (a) of section 16727. No CTGSP funds in this project will be used for the construction, repair or renovation of any of the facilities to be monitored with the equipment funded by Cal OES.

H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Task	Start	Complete
Design & Specifications	4/1/17	9/30/17
Equipment Procurement	10/1/17	3/31/18
Security Camera Installation & Acceptance	4/1/18	12/31/18
Systems Testing	1/1/19	1/31/19
Systems Operation	2/1/19	2/28/19
Project Closeout	3/1/19	3/31/19

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2016-2017**

MONTH	FY15 - 16 ACTUAL REVENUE	FY16 - 17 ESTIMATE REVENUE	FY16 - 17 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	601,300	618,978	629,500	10,522	1.70%	101.70%
AUGUST	801,800	825,373	839,400	14,027	1.70%	101.70%
SEPTEMBER	872,384	898,032	872,266	-25,766	-2.87%	99.95%
OCTOBER	617,500	635,655	657,500	21,845	3.44%	100.69%
NOVEMBER	823,300	847,505	876,700	29,195	3.44%	101.30%
DECEMBER	917,127	762,375	813,479	51,104	6.70%	102.20%
JANUARY	631,600	637,176	632,900	-4,276	-0.67%	101.85%
FEBRUARY	842,100	849,639	843,800	-5,839	-0.69%	101.49%
MARCH	763,406	783,442	911,051	127,609	16.29%	103.18%
APRIL	559,000	555,688	626,200	70,512	12.69%	103.90%
MAY	745,400	740,917				
JUNE	795,139	904,623				
TOTAL	8,970,056	9,059,403	7,702,796	288,933	3.19%	85%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2017\[FY2017 TDA Receipts.xlsx]FY2017

TO: Regional Transportation Commission

FROM: Grace Blakeslee, Transportation Planner

RE: Fiscal Year 2017-18 Transportation Development Act (TDA) Claims for Volunteer Center, Community Bridges and Santa Cruz Metropolitan Transit District

RECOMMENDATION

The Elderly & Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission (RTC):

1. Adopt the attached resolution ([Attachment 1](#)) approving the fiscal year (FY) 2017-18 Transportation Development Act (TDA) Article 8 funds claim ([Attachment 2](#)) in the amount of \$664,920 from Community Bridges to provide transportation for seniors and people with disabilities, contingent on approval from the City of Santa Cruz to act as the claimant;
 2. Adopt the attached resolution ([Attachment 3](#)) approving the FY 2017-18 TDA Article 8 funds claim ([Attachment 4](#)) in the amount of \$79,157 from the Volunteer Center to administer the volunteer driver transportation program primarily serving seniors, contingent on approval from the City of Santa Cruz to acts as the claimant;
 3. Adopt the attached resolution ([Attachment 5](#)) approving the Transportation Development Act (TDA) Article 4 funds claim ([Attachment 6](#)) in the amount of \$6,767,933 from the Santa Cruz Metropolitan Transit District to provide operating assistance for fixed route public transit and Americans with Disabilities Act complementary paratransit operations and approving the FY 2017-18 State Transit Assistance funds in the amount of \$1,875,277.
-

BACKGROUND

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's ¼ cent share of the state's 7.5 cent sales tax according to state law and established formulas in the Commission's Rules and Regulations. At the RTC's March meeting, the FY 2017-18 budget was approved including Transportation Development Act (TDA) apportionments for Community Bridges, the Volunteer Center and the Santa Cruz Metropolitan Transit District. The City of Santa Cruz, as a local jurisdiction, has agreed to act as the claimant for both Community Bridges and the Volunteer Center, as it has historically. The City of Santa Cruz is scheduled to take action approving a resolution to act as claimant at the May 23, 2017 City of Santa Cruz City Council meeting.

DISCUSSION

At its April 11, 2017 meeting, the RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed the Community Bridges, Volunteer Center and Santa Cruz Metropolitan Transit District FY 2017-18 TDA claims, budgets, and operating plans.

Community Bridges

Lift Line, a program of Community Bridges, provides demand responsive, specialized non-emergency health and medical transportation for low income seniors and disabled individuals of Santa Cruz County, many of whom are unable to use traditional public transit or complementary paratransit. In FY 2017-2018, TDA funds in the amount of \$664,920 are projected to provide 29,763 out of a total of 72,099 rides to be provided by Community Bridges in the form of Medical Rides (4,632), Taxi Scrip (3,500 rides), Meals on Wheels (4,639 rides), Elderday (9,398 rides), and the Winter Shelter Program (7,504) ([Attachment 2](#)). Community Bridges will request that the City of Santa Cruz, as a local jurisdiction, act as the claimant.

The E&D TAC and staff recommend that the Regional Transportation Commission adopt the attached resolution ([Attachment 1](#)) approving the FY 2017-18 Transportation Development Act (TDA) Article 8 funds claim ([Attachment 2](#)) in the amount of \$664,920 from Community Bridges to provide transportation for seniors and people with disabilities, contingent on approval from the City of Santa Cruz to act as the claimant. Community Bridges staff will be available at the meeting to answer questions about their TDA claim.

Volunteer Center

The Volunteer Center Transportation Program provides transportation for seniors free of charge to medical appointments, grocery shopping and other necessary activities. In FY 2017-18, the Volunteer Center's Transportation Program will use TDA funds in the amount of \$79,157 to provide 4,600 one-way trips to eligible clients ([Attachment 4](#)). The Volunteer Center prioritizes trips based on type of trip and client income. Because this program uses volunteer drivers, it is a very cost effective method of providing rides to many in the county who are ineligible for ParaCruz services.

The E&D TAC and staff recommend that the Regional Transportation Commission adopt the attached resolution ([Attachment 3](#)) approving the FY 2017-18 TDA Article 8 funds claim ([Attachment 4](#)) in the amount of \$79,157 from Volunteer Center to administer the volunteer driver transportation program primarily serving seniors, contingent on approval from the City of Santa Cruz to act as the claimant. Volunteer Center staff will be available at the meeting to answer questions about their TDA claim.

Santa Cruz Metropolitan Transit District

The Santa Cruz Metropolitan Transit District operates and maintains the countywide bus system. Fixed-route public transit operations serve 35 routes throughout Santa

Cruz County and the Highway 17 Express. ParaCruz, the Santa Cruz Metropolitan Transit District's complementary paratransit service, operates 38 accessible vans in demand response service for persons who, due to disability, cannot access the fixed-route system. In FY 2017-18, Santa Cruz Metropolitan Transit District will use the TDA funds to assist with operating the fixed route bus services and the American's with Disabilities Act-mandated paratransit service, ParaCruz, to provide transportation services for seniors and people with disabilities. Santa Cruz Metropolitan Transit District projects to provide 86,000 one-way ParaCruz rides and over 5,100,000 bus rides in FY 2017-18 ([Attachment 6](#)).

The E&D TAC and staff recommend that the Regional Transportation Commission adopt the attached resolution ([Attachment 5](#)) approving the Transportation Development Act (TDA) Article 4 claim ([Attachment 6](#)) in the amount of \$6,767,933 from the Santa Cruz Metropolitan Transit District.

State Transit Assistance (STA)

State Transit Assistance (STA) funds are generated from the sales tax on diesel fuel and the amount of funds available statewide varies from year to year with the change in diesel fuel prices. Annually the State Controller's Office (SCO) provides an estimate of STA funds for all counties and transit agencies in the state. This includes RTC's population-based formula funds (PUC Section 99313) and Santa Cruz Metropolitan Transit District's (METRO) estimated revenue-based formula share (PUC Section 99314). Both the METRO and the RTC-formula allocations of STA funds pass through the RTC budget. METRO's STA Claim is typically combined with its TDA Claim. As shown in METRO's preliminary FY 2017-18 budget and TDA/STA claim ([Attachment 6](#)), METRO proposes to use most of the \$1,875,277 STA funds on operations, with about \$444,000 designated for capital projects, including facility repairs and improvements, construction projects, vehicle replacements, and ticket vending machines. **Staff recommends that the RTC approved the FY 2017-18 claim for State Transit Assistance (STA) funds from the Santa Cruz Metropolitan Transit District in the amount of \$1,875,277.**

With the recent passage of Senate Bill 1 (April 2017), RTC and METRO annual shares of STA funds are expected to more than double (though in FY18 amounts will be lower because the SB1diesel sales tax increase does not go into effect until November 1, 2017). Assembly Bill 1113 (summarized in [Attachment 7](#)), currently under consideration by the legislature, could also impact STA amounts and eligibility for the RTC's shares. The bill, sponsored by the California Transit Association (CTA), would amend the statutes governing the STA program to clarify several ambiguities.. Specifically, the bill:

- clarifies to which local entities transportation planning agencies (RTC) may directly allocate STA program funds by more clearly-defining "STA-eligible transit operator";
- clarifies that only local revenue may be used to calculate revenue shares for STA-eligible transit operators; and

- updates administrative policies and procedures to reflect current population and revenue information.

Under AB1113, non-state and federal revenues used on transit operations, including METRO's dedicated sales tax and Measure D revenues, would count towards the revenue-based PUC 99314 allocations to METRO. In addition, it appears that STA-eligible operators (METRO) could decide to suballocate its STA funds to other providers of local community transit. The RTC may also suballocate its population-based formula of STA funds (PUC 99313) to community transit operators, rail transit, regional coordination and 511 programs, lifeline transit services, emergency transit services, among other purposes.

After the State Controller's Office releases updated FY 2017-18 STA estimates based on SB1 and if AB1113 proceeds through the legislature and gets approved, RTC staff will return with recommendations for allocating any additional STA funds.

SUMMARY

Annually Community Bridges, the Volunteer Center and Santa Cruz Metropolitan Transit District submit claims for the expenditure of Transportation Development Act funds. TDA funds are allocated to the City of Santa Cruz on behalf of Community Bridges and the Volunteer Center to provide specialized transportation services for seniors and people with disabilities per state mandates. The annual FY 2017-18 TDA claims are consistent with state requirements and the RTC's rules and regulations, and were reviewed by the RTC's E&D TAC. Santa Cruz Metropolitan Transit District also submits a claim for the expenditure of State Transit Assistance funds.

Attachments:

1. Resolution authorizing FY 2017-18 TDA Funds for the City of Santa Cruz on behalf of Community Bridges
2. Community Bridges TDA Claim and operations budget pages
3. Resolution authorizing FY 2017-18 TDA Funds for the City of Santa Cruz on behalf of Volunteer Center
4. Volunteer Center TDA Claim and operating budget pages
5. Resolution authorizing FY 2017-18 TDA for Santa Cruz Metropolitan Transit District
6. Santa Cruz Metropolitan Transit District TDA Claim and operating budget pages
7. AB1113 Fact Sheet

RESOLUTION NO. 31-17

Adopted by the Santa Cruz County Regional Transportation Commission
 on the date of May 4, 2017
 on the motion of Commissioner
 duly seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2017-18 ARTICLE 8 CLAIM
 FROM THE CITY OF SANTA CRUZ ON BEHALF OF COMMUNITY BRIDGES

WHEREAS the Transportation Development Act (TDA) of 1971 provides that the applicant may file an Article 8 claim for monies from the Local Transportation Fund; and

WHEREAS the Regional Transportation Commission (RTC) has identified a process for TDA claims in their Rules and Regulations; and

WHEREAS the Regional Transportation Commission, in adopting its FY 2017-18 TDA budget, has apportioned \$664,920 to be used by Community Bridges for providing specialized transportation; and

WHEREAS the Elderly & Disabled Transportation Advisory Committee, reviewed claim details at its April 11, 2017 meeting, and recommended that the Regional Transportation Commission approve this claim; and

WHEREAS the City of Santa Cruz is eligible to claim Article 8 funds and is scheduled to approve their role as claimant for Community Bridges on May 23, 2017;

THEREFORE BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The claim submitted in the amount of \$664,920 fulfills the requirements as specified in the Transportation Development Act and the Rules and Regulation of the RTC and is consistent with the Regional Transportation Plan, as follows:
 - a. The claim includes a proposed budget for the 2017-18 fiscal year;
 - b. The claim includes a statement of projected or estimated revenues and expenditures for the prior fiscal year;
 - c. The claim will fund specialized transportation services and respond to transportation needs not otherwise being met within the community; and
 - d. The proposed expenditure of the funds is consistent with the most current Regional Transportation Plan.
2. The City of Santa Cruz will act as a claimant on behalf of the Community Bridges, for Article 8 claims for specialized transportation programs and the FY 2017-18 claim is hereby approved in the amount of \$664,920 consisting of quarterly payments as follows:

July 15, 2017 \$232,722

October 15, 2017	\$144,066
January 15, 2018	\$144,066
<u>April 15, 2018</u>	<u>\$144,066</u>
	\$664,920

3. The Executive Director is authorized to modify the payment amounts should the RTC amend the FY 2017-18 Transportation Development Act apportionments in the RTC's FY 2017-18 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: City of Santa Cruz
Community Bridges
Transportation-Fiscal
Staff TDA File

Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: Lift Line / CTSA Specialized Paratransit Service for Santa Cruz County
2. Implementing Agency: Community Bridges
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
The City of Santa Cruz acts as the eligible TDA claimant for Lift Line.
Lift Line receives the TDA funds through a contract with the City of Santa Cruz.
4. Funding requested this claim: TDA \$664,920
STA (transit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 17 / 18
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 Article 8 Bicycle and/or Pedestrian Facility Article 8 Specialized Transportation
 Article 4 Public Transportation Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Kirk Ance
Telephone Number: 831-688-8840 ext. 238 E-mail: kirka@cbridges.org

Secondary Contact (in event primary not available): Raymon Cancino
Telephone Number: 831-688-8840 ext. 201 E-mail: raymonc@cbridges.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. *Please see Exhibit C-1 and C-2 attached.*
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
The TDA funding for CTSA is to coordinate and provide social service transportation services with existing fixed-route service of public and private transportation providers for low-income elderly and disabled Santa Cruz County residents according to the requirements of the Social Services Transportation Improvement Act.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15 975 and 15950-15952, which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation.

As the Consolidated Transportation Service Agency, Lift Line coordinates transportation services with other transportation providers and human service agencies in order to provide the most efficient transportation possible. These agencies include Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, and other hospitals and medical facilities.

Lift Line also works closely with several other non-profit organizations and other counties to continue to identify unmet needs and define effective responses to meet those needs. The ultimate goal of these efforts is to mobilize disabled, low-income and senior residents of Santa Cruz County. Lift Line also maintains a vital lifeline for eligible participants to access healthcare providers throughout the region, including destinations in Monterey County and the San Francisco Bay Area. This is consistent with the Association of Monterey Bay Area Governments (AMBAG) Coordinated Public Transit Plan.

The benefits to having CTSA coordination is to improve and identify the need for specialized transportation equipment, if the equipment is funded through Caltrans 5310 and isn't reaching its proposed requirements, as the CTSA, the equipment can be coordinated for use through other identified paratransit services.

Pursuant to the CTSA designation for Santa Cruz County, Community Bridges operates the Lift Line transportation program, which works in identifying unmet transportation needs, coordinates and provides social service transportation services to low-income seniors, disabled residents, underserved populations and other persons in Santa Cruz County. Lift Line directly addresses the issues identified through the unmet needs process by providing rides to medical appointments (including dialysis), alternative care, mental health, drug rehabilitation centers, and various therapy appointments.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

The majority of our dispatching/scheduling is automated with Mobile Data Computers (MDC) and Automatic Vehicle Locaters (AVL) that integrate with Trapeze, making changes if needed and track rides as they occur. As rides are completed, the MDCs tag completed rides with real pickup and drop-off times and highlights these times in blue, making it easier for our dispatchers to monitor all rides. Likewise, uncompleted or unassigned rides (such as will-call returns) are highlighted in red to inform the dispatcher of the priority of pending trips. The addition of the AVLs in the fleet allows Lift Line to monitor and track vehicles at any moment. These systems allow Lift Line to provide accurate monthly encounter data to satisfy data requirements.

We will continue to provide our quarterly TDA reports, with the RTC reporting requirements, which are generated directly from the actual rides performed and documented through these systems. Lift Line's dispatch system still has some manual components, to be used in the case of a power loss or technical difficulties. Since we cannot determine in advance when a power or technical problem should arise, we give all drivers a paper manifest to work from daily so as to not lose any information. Daily drivers fill out paper work to let us know if they have any incidents, accidents or mechanical failures. In order to track turndowns and referrals, staff who answer the phones keep track daily on a specified phone log.

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancel per month

9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

*Mechanical failure means any problem which results in a delay of one hour or longer, or cancellation of service.

b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Lift Line is projecting to provide service to nearly 700 Santa Cruz County residents who will need specialized wheel-chair accessible vans. We are projecting to provide and coordinate 78,000 rides in the 2017/2018 fiscal year. *Please see Exhibit C-1 and C-2 Operating Plan for details.*

Lift Line will continue to provide responsive, non-emergency health and medical paratransit services for low-income seniors and disabled residents of Santa Cruz County. Trips are provided to health and medical destinations such as hospitals, medical centers and clinics, doctors' offices, pharmacies, dialysis centers, human services, and various mental health and physical therapy appointments. In partnership with Central Coast Alliance for Health, rides to medical destinations will be provided for qualified members. Lift Line continues to work closely with Satellite Dialysis in Santa Cruz County to provide flexible services for its clients who are unable to use transit or METRO ParaCruz services.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

The Lift Line programs are consistent with 2014 RTP goals 1 and 3 and advance:

- Target #3c of the 2014 RTP: Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations (Lift Line included as transit in this instance) and Target #3d: Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

The Lift Line program also support the following RTP policies:

- Improve multimodal access to and within key destinations.
- Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- Support projects that provide access to emergency services.
- Improve coordination between agencies in a manner improves efficiencies, and reduces duplication.
- Demonstrate that planned investments will reduce disparities in safety and access for transportation-disadvantaged populations.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Lift Line is a complementary service to the ADA-mandated METRO ParaCruz service. In addition, Lift Line provides a flexible specialized transportation service for ongoing identified unmet immediate service needs. Due to the diverse nature of our services, Lift Line is able to group riders in various service categories, which ultimately reduces the number of vehicles needed to perform rides and in turn cuts down on traffic and emissions. Lift Line continues to optimize our service by scheduling rides in the most efficient manner and ultimately reducing the duplication of rides by grouping ride types for long distance, cross county rides.

Furthermore, Lift Line provides residents with specialized transportation needs who do not qualify for ParaCruz rides because they live outside the service area (more than ¾ mile from fixed transit route), don't have family or friends to assist them, and/or they may need same day service. For people who are low-income or who face health/physical challenges, these services are crucial.

Lift Line was also awarded Section 5317 grant for funds in 2014-2015 to support same day and out of county medical transportation service, as identified in the AMBAG unmet needs plan. This new service was implemented in 2013 and we have been awarded 5310 funds to continue the project through February 2018.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match.*

What is the total project cost? Total CTSA Transportation Budget = \$1,355,832 (TDA only \$664,920)
 Is project fully funded? YES

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?
 These funds will be used for administration, all cost related to provision of paratransit rides.
 This is identified in our Operating Plan Exhibit C-2. *Please see TDA Operating Plan, Exhibit C-2.*

15. Preferred Method and Schedule for TDA fund distribution *(see RTC Rules and Regulations for details):*
 CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
 OR Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>Community Bridges Board Resolution</u> . (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). <u>April 11, 2017 E&D TAC meeting</u>	YES
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

Lift Line routes are continually assessed and re-structured to increase productivity, we group rides when possible so that vehicles and staff time are serving at capacity. This keeps the cost of operating down and helps keep the cost per service unit as low as possible. Failing to re-structure and maximize productivity would lead to increased cost per service unit. In the case of taxi subcontractors, we have paid special attention to maximizing the benefit of working with these outside partners only when we have reached our internal existing capacity and there is a cost benefit to calling in a taxi ride. We continue to work with physicians and participants to improve efficiency through group rides. Our experienced drivers and dispatch staff, with the use of computerized scheduling equipment, continue to serve as valuable assets toward achieving these goals.

Community Bridges Lift Line continues to work with the UTU to address ways to lower the economic issues impacting the operations of the budget. We also continue to work on reducing our workers compensation costs and exposures in order to reduce our premiums. Lift Line also maintained optimum fleet size for the services provided, and we continually seek to update our vehicles and equipment through grants.

The County Health Services Department's programs, such as In Home Health Services, as well as local medical facilities and the Senior Network Services, are assisting their clients to help fill out the TDA Medical Transportation Application and fax them with the required supporting documents to our office daily. We also work closely with the Central Coast Alliance to coordinate Medi-Cal eligible participants with medical rides.

Lift Line has participated in several outreach forums in the community that are addressing the transportation needs of the local senior and disabled population, including veterans, as well as conducted presentations to local service organizations and senior living facilities. Lift Line participates annually in local business and health fairs to increase community awareness about local transportation service.

Lift Line staff have participated in numerous planning meetings and networking events to identify and expand services for area veterans. These efforts include attendance at county VetNet meetings and events, as well as the Santa Cruz Veterans Resource Centers (VRC). In recent years, Lift Line succeeded in securing new funding to sustain Out-of-County transportation services, connecting Santa Cruz County veterans with VA facilities in Monterey and Santa Clara Counties through February 2018.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

Lift Line will continue to assess the cost and demand for our services on a regular basis, and structure our routes and staffing accordingly. Lift Line staff will continue to participate in outreach efforts to identify emerging needs in the community, and we will coordinate with service providers to meet the transportation needs of low-income elderly and disabled residents, including our area veterans.

As part of an ongoing plan and also a recommendation from the TDA Triennial Performance Audit, this year we plan on hiring a driver trainer that will work with driver trainees to get them trained and certified as Class B drivers. This is a position that has remained vacant for many years due to lack of funding. Currently we depend on other Lift Line drivers or staff to do the training.

This has been difficult because we have been short drivers and other staff most of the year. Currently we are down 30% of our full time Class B drivers which makes time for training impossible.

A driver trainer will work quickly to get drivers trained and Class B certified in a quick and efficient manner. Also the driver's trainer can work as a backup driver when needed, which will help fill in the gaps as well as help get drivers on the road sooner. This will increase productivity and help meet the ride demands without having to start denying rides or asking clients to schedule for a different day. We also believe ongoing training and retraining with the addition of a full time driver trainer will help reduce our exposure and liability with fewer collisions and incidents.

18. What is different from last year's program/claim?

Community Bridges Lift Line/CTSA is requesting TDA funds to assist with the same types of rides as last year, with the exception of funding for dialysis rides. We are requesting funding for: Medical TDA Rides, Meals on Wheels, Elderday, Taxi Scrip, and the Winter Shelter programs.

Last year, Lift Line stepped in to provide rides to dialysis appointments, which fills a gap resulting from cuts in METRO Paracruz service since September 2015. Lift Line worked with dialysis providers to prepare an agreement to provide expanded service hours to meet dialysis clients' scheduling needs. Lift Line has been able to work with the Alliance to get many of these rides covered by MediCal and therefore we will not need TDA funds to cover the cost and therefore have removed it from our claim.

With a 1% increase, or flat funding in TDA allocations in FY 2017-18, Lift Line will provide 94% of the rides we projected in FY 2016-17. While this is a 6.2% decrease in projected service units from the prior year claim, we project costs to increase by an average of \$1.57 per ride, or 7.6% of our per unit costs. Projected

cost increases include wages, benefits, fuel, and maintenance expenses. Ride unit costs also increase as ride volume decreases, therefore variances in service levels and costs are virtually equivalent in relation to volume. We appreciate the opportunity to continue meeting local transportation needs to the fullest extent possible.

19. Schedule of regular progress reports including an evaluation at the end of the year:
 CTSA: Specialized Transportation: Quarterly to E/D TAC, RTC: Nov 2016, Jan 2017, Apr 2017, Jul 2017 and year end report 16/17

CTSA and Volunteer Center (Article 8) Only

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe.

Yes. We provide transportation that is otherwise not available to our target population.

Lift Line paratransit services are offered to seniors and people with disabilities who cannot drive or are not able or eligible to use METRO or METRO ParaCruz services (do not have the financial resources, have origins/destinations outside the service area, or need same-day service.)

Our out of county Medical ride service is used by residents who have no other resources, particularly due to financial restraints, to get to critical care treatment. The veterans we are currently providing paratransit services for are funded through the FTA Section 5310 Grants Program. This grant has been awarded through February 2018, and we are very proud to be able to maintain this service for as long as possible, as demand for service for this specific population has continued to grow. Even though the 5317 funds for this service came to an end, Lift Line/CTSA continues to seek other funding sources to support this service, which was an unmet need in the coordinated plan.

21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe.

Lift Line, as the CTSA, acts as the safety net transportation service for low-income seniors and disabled individuals unable to secure mobility through other programs. We coordinate and refer people daily to other services more suited to their specialized transportation requirements, such as: METRO bus or METRO ParaCruz; local taxi services through the taxi scrip program; the Volunteer Center; Veterans Services and our in-house "Out of County" Medical ride service.

Lift Line continues to coordinate with the Central Coast Alliance for Health in Santa Cruz and Monterey Counties to get Medi-Cal patients to essential medical appointments; these riders are unable to transfer from their mobility device to a bus seat without assistance. We work closely with Watsonville, Capitola, and Santa Cruz Satellite Dialysis to provide flexible service for the clients. We help identify an individual's specific need for specialized transportation service and coordinate not only services in our County, but also for rides to neighboring counties of San Benito, Monterey and Santa Clara. In addition, Lift Line assists those who call from other parts of California, as well as from out of the state, looking for other public and specialized transportation.

Lift Line's staff will continue to participate with local and statewide transportation groups to develop coordinated processes and keep current on transportation systems for seniors and disabled residents.

22. Provide performance information, as pertinent, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246) (99246d, per 2010 Performance Audit)

All TDA reports, quarterly and annual are sent directly to the RTPA within the scheduled time schedules. These reports are included in the above listed performance measures.

23. Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)
There are times during the day when it is more cost effective or necessary to use taxi to provide some of the TDA Medical rides, especially when they are short rides and more on an individual need basis, while Lift Line buses provided more of the grouped rides. Lift Line has two on-call drivers to assist with paratransit services as needed.
24. **SCMTD, CTSC, Volunteer Center & RTC Only** List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.
- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
 - For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
 - Describe any problems encountered in implementing individual recommendations.

The last TDA Triennial Performance Audit covers FYs 2013-2016.

There was one recommendation noted which states the following,

“Community Bridges Lift Line should continue to pursue funding for a driver trainer/supervisor position. The driver trainer/supervisor position is key to maintaining a solid core of drivers qualified to operate the vehicles and provide customer service.” Lift Line has updated the driver trainer/supervisor job description and plans on doing the recruitment to fill the position FY16/17.

Documentation to Include with Your Claim:

All Claims

- A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

- A copy of the operating and capital budgets for the coming fiscal year**
- Description of capital projects**, including time frame over which project will be funded and implemented
- Operating Plan** for current and upcoming activities – can be within project description

Article 4 Transit Claims

- A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- Other Certifications**
- Written report** of current and upcoming activities. (per RTC Rules and Regulations)

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC’s Budget, SCCRTC’s Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Chief Executive Officer Date: March 30, 2017

**Lift Line 2016-17 TDA Claim Form Article 4
Written Report of Current and Upcoming Activities**

Community Bridges Lift Line is designated as the Consolidated Transportation Services Agency (CTSA) of Santa Cruz County. Community Bridges has operated transportation under this designation since 1982.

Lift Line provides and coordinates the most accessible, reliable and safe transportation possible. We provided more than 77,000 rides in the past year to frail, elderly, and disabled county residents at no cost to the passengers. Lift Line operates daily Monday through Friday from 8:00 a.m. until 4:00 p.m. 250 days a year. Hours of operation are extended in the case of emergencies, special occasion, and special requests. Lift Line also coordinates and schedules taxi rides that are provided outside of business hours.

With a current fleet of 20 vehicles, Lift Line provides a variety of services to assist seniors and people with disabilities in getting to where they need to go.

Current Services Offered Include:

Medi-Cal: In partnership with the Central Coast Alliance for Health, rides to medical destinations are fully covered for qualified members who have been determined to need above ADA METRO Para Cruz services.

TDA Medical Transportation: Transportation Development Act funds are used to provide medical rides (two round-trips per week) to persons qualified as low-income disabled or elderly.

Senior Dining Centers: Lift Line provides transportation to four senior dining centers throughout the County five days per week.

Taxi Scrip: Taxi Scrip is available for persons who are disabled and/or age 60 and over. Depending on income \$30 of Scrip can be purchased for \$16 or \$30 worth of Scrip for \$8 (limited amounts of Scrip available). In FY17/18, we are making efforts to increase the amount of Scrip that can be purchased, with goal of providing 1,000 passenger trips during this period.

Elderday Adult Day Health Care Transportation: Transportation is provided to the Elderday program that provides outpatient day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia.

Outside Contracts: Lift Line is available for community events for groups needing specialized transportation accessible for the elderly and disabled.

Non-Emergency Medical Transportation: Available within Santa Cruz County for private pay.

Winter Shelter Program: Association of Faith Communities of Santa Cruz County (AFCSC) has taken over the coordination and operations of the Winter Shelter Program from the Santa Cruz Homeless Service Center. AFCSC has contracted with Community Bridges to continue providing the transportation service for the Winter Shelter Program. We are estimating 17,000 rides for FY16/17.

Lift Line was able to secure FTA Section 5310 funding to continue the following services through February 2018. We have applied for additional 5310 funding to continue services through February 2021. If awarded, Lift Line will continue to provide these services:

Out of County Medical rides: Lift Line provides door-to-door specialized transportation to low income residents who have no other way to get to medical facilities for appointments that are in Santa Clara, San Mateo, and San Francisco Counties.

Veterans' Transportation: Lift Line coordinates and provides transportation for local veterans to out of county VA outpatient medical facilities in Monterey and Palo Alto.

Same Day Medical Transportation: First come, first serve same day rides for eligible riders to medical appointments including dentist, prescription drugs, and other medical related needs.

Upcoming Activities & Challenges

Community Bridges leases space for the Lift Line Maintenance Facility and Fleet parking located at 240 Ford St. in Watsonville. As of October 2016, we lease this space on a month-to-month basis. While we plan to continue to lease this same location, finding a permanent location and funding to build or purchase a Lift Line Maintenance/Operations Facility has been identified as an unmet paratransit need by the Elderly and Disabled Transportation Advisory Committee, and is part of the proposed 2017 Unmet Paratransit and Transit Needs List.

With the passing of Santa Cruz County Sales Tax Measure D, Lift Line plans to add two additional drivers to provide expanded hours of paratransit service, up to seven days per week. We plan to implement a Driver Trainer position to support safety and service for paratransit drivers, as well as an Administrative Assistant/Dispatcher to support additional paratransit rides. Measure D funds may also support outreach and publicity materials to promote paratransit ride availability and service expansion, and operating funds to support vehicle and equipment maintenance and acquisition, financial solvency, occupancy and overhead expenses.

**COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2017-18 BUDGET**

<u>ACCOUNT TITLE</u>	<u>TDA 2017-18 BUDGET</u>	<u>Non-TDA 2017-18 BUDGET</u>	<u>CTSA 2017-18 BUDGET</u>	<u>TDA 2016-17 BUDGET</u>	<u>Non-TDA 2016-17 BUDGET</u>	<u>CTSA 2016-17 BUDGET</u>
REVENUE:						
TDA	664,920	0	664,920	668,545	0	668,545
CITY OF SANTA CRUZ		30,909	30,909		14,500	14,500
CITY OF CAPITOLA		30,000	30,000		47,934	47,934
CITY OF SCOTTS VALLEY		3,041	3,041		3,041	3,041
CITY OF WATSONVILLE		1,890	1,890		1,890	1,890
COUNTY OF SANTA CRUZ		15,455	15,455		9,020	9,020
MEASURE D		746,156	746,156		60,000	60,000
AREA AGENCY ON AGING-TITLE IIIB		39,283	39,283		39,283	39,283
FTA SECTION 5310-TRADITIONAL		134,309	134,309		39,978	39,978
FTA SECTION 5310-EXPANDED		0	0		81,984	81,984
FTA SECTION 5317		0	0		0	0
MONTEREY PENIN FDN		40,000	40,000		40,000	40,000
MEDI-CAL (CAAH)		52,481	52,481		74,279	74,279
OUTSIDE CONTRACTS		33,388	33,388		33,388	33,388
OUTSIDE CONTRACTS- ISSP		40,538	40,538		40,538	40,538
SCRIP - CLIENT TAXI PMTS		8,695	8,695		8,624	8,624
SCRIP - MSSP		17,108	17,108		9,010	9,010
MOW INTER-PROGRAM CHARGES		42,500	42,500		42,500	42,500
ELDERDAY INTER-PROGRAM CHARGES		412,572	412,572		312,572	312,572
INTEREST INCOME		0	0		0	0
FUNDRAISING		2,500	2,500		2,500	2,500
DONATIONS		15,691	15,691		1,600	1,600
PROGRAM INCOME - OTHER		1,500	1,500		2,100	2,100
VEHICLE INTER-PROGRAM		9,392	9,392		7,549	7,549
INTERPROGRAM OUTSIDE CONTRACT		379	379		502	502
VEHICLE SALES		0	0		2,500	2,500
TOTAL REVENUES	664,920	1,677,787	2,342,707	668,545	875,292	1,543,837

**COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2017-18 BUDGET**

<u>OPERATING FUND SOURCES</u>	<u>CTSA FINAL FY 15-16</u>	<u>CTSA BUDGET FY 16-17</u>	<u>CTSA BUDGET FY 17-18</u>
TDA	626,561	668,545	664,920
CITY OF SANTA CRUZ	14,500	14,500	30,909
CITY OF CAPITOLA	46,994	47,934	30,000
CITY OF SCOTTS VALLEY	2,952	3,041	3,041
CITY OF WATSONVILLE	1,890	1,890	1,890
COUNTY OF SANTA CRUZ	9,020	9,020	15,455
AREA AGENCY ON AGING-TITLE IIIB	39,283	39,283	39,283
FTA SECTION 5310-EXPANDED	42,000	81,984	0
FTA SECTION 5317	59,906	0	0
MONTEREY PENIN FDN	40,000	40,000	40,000
MEDI-CAL (CAAH)	5,375	74,279	52,481
OUTSIDE CONTRACTS	21,727	33,388	33,388
OUTSIDE CONTRACT - ISSP	45,548	40,538	40,538
TAXI SCRIP SALES	8,025	8,624	8,695
MSSP SCRIP	18,669	9,010	17,108
MOW INTERPROGRAM CHGS.	42,500	42,500	42,500
ELDERDAY INTERPROGRAM CHGS.	274,180	312,572	412,572
INTEREST INCOME	0	0	0
FUNDRAISING	1,000	2,500	2,500
DONATIONS	12,650	1,600	15,691
VEHICLE INTERPROGRAM	10,790	7,549	9,392
VEHICLE SALES	10,300	2,500	0
MISC INCOME	1,100	2,100	1,500
SUBTOTAL REVENUES	1,334,970	1,443,357	1,461,863
SECTION 5310 - PASS THRU	131,978	39,978	402,926
TOTAL REVENUES	1,466,948	1,483,335	1,864,789

EXHIBIT B

CTSA FIVE YEAR CAPITAL IMPROVEMENT PLAN 17/18 FISCAL YEARS: 16/17 THROUGH 20/21

CAPITAL REVENUE					
	Projected 2016-2017	Projected 2017-2018	Projected 2018-2019	Projected 2019-2020	Projected 2020-2021
Fund Balance	\$163	\$5,164	\$5,174	\$5,184	\$5,194
FTA Section 5310	\$39,978	\$402,926	\$0	\$0	\$0
Addition to Fund	\$5,000	\$0	\$0	\$0	\$0
Fund Interest	\$1	\$10	\$10	\$10	\$10
Total	\$45,142	\$408,100	\$5,184	\$5,194	\$5,204
CAPITAL EXPENDITURES					
	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
Equipment Purchase	\$39,978	\$402,926	\$0	\$0	\$0
Major Maintenance	\$0	\$0	\$0	\$0	\$0
Total	\$39,978	\$402,926	\$0	\$0	\$0
Year-End Balance	\$5,164	\$5,174	\$5,184	\$5,194	\$5,204

Notes:

1. As capital grants are indefinite, and as capital equipment arrival dates vary, projected figures may require adjustment.
2. "Equipment Purchase" in 16/17 is for 2 Minivans and 13 MDT's.
3. "Equipment Purchase" in 17/18 is for 5 Buses, 10 MDT's, 4 2-Way Radios, and 8 Computer's

EXHIBIT C-1
Lift Line / CTSA
17/18 OPERATING PLAN

Lift Line, a program of Community Bridges, provides demand responsive, specialized non-emergency health and medical transportation for low-income seniors and disabled residents of Santa Cruz County. Riders are not charged a fare for the service. Service is generally provided from 8:00 AM to 4:00 PM, five days a week (with the exception of published holidays), while Lift Line also coordinates additional services on behalf of its clients outside these hours.

Service is focused on individuals who live outside the METRO ParaCruz service area, those who are unable to afford the METRO ParaCruz fare, those who do not meet the ADA complementary paratransit eligibility requirements, those needing same day service, and those who need a higher level of service than can be provided by METRO ParaCruz. Lift Line operates a fleet of 20 wheel-chair accessible vans. Transportation is provided to destinations such as doctors' offices, pharmacies, Elderday Adult Day Health Care, senior dining centers, dialysis sites, out of county medical destinations, Dialysis Sites and various medical therapy appointments.

Due to the current demand for service during our peak hours, we have been asking our TDA medical clients to increase the potential for grouping rides by booking their medical rides between 10:30am and 1:30pm. Lift Line has been working closely with local medical facilities to optimize this preferred window of service for this select group of Santa Cruz County residents.

Community Bridges maintains comprehensive auto and general liability coverage, including the City of Santa Cruz and SCCRTC as additional insured parties. A copy of each insurance certificate shall be filed with the City and with SCCRTC.

Lift Line is seeking to continue providing TDA Medical Rides and ensure that this service reaches those with the most need. Lift Line projected 5,982 TDA Medical Rides in FY 16/17, including direct service and coordinated taxi rides. In the first quarter of the 16/17 fiscal year, we had provided 1,880 rides or 31% of our goal. We expect to maintain this vital service throughout the remainder of the year.

TDA Medical Rides serve as a safety net service for Santa Cruz County residents, providing medical rides outside of the ADA-mandated METRO paratransit service areas. Eligible individuals may schedule rides to medical destinations as late as one day in advance, with no fares collected. All of the residents who receive these rides are low income and below the federal 200% poverty level. Lift Line staff continue to update participant applications to reflect the new Federal Government poverty level guidelines to ensure income and disability eligibility is maintained by participants.

Lift Line also coordinates with the local taxi companies to offer the Taxi Scrip (TS) program. Lift Line projected 2,400 Taxi Scrip rides in FY 17/18. At 25% of the 16/17 fiscal year for which data is available, we have reached 27% of our goal.

The Taxi Scrip program is available for low-income Santa Cruz County in need of medical rides and non-medical rides needed outside the ADA-mandated METRO paratransit service areas. Individuals may purchase subsidized taxi scrip so that they can directly schedule taxi rides. Taxi companies own and operate vehicles that are fully accessible for mobility devices such as wheelchairs. Residents who receive Taxi Scrip at a discount are living below 200% of the federal poverty level. Lift Line staff continue to update the TDA applications to reflect the new Federal Government poverty level guidelines. Area taxi service providers include: Deluxe Taxi, Courtesy Cab, and Santa Cruz Yellow Cab. Lift Line provides ongoing monitoring and assessment of the Taxi Scrip program to ensure that riders are eligible, subcontractors meet safety criteria are met by subcontractors, and to ensure there is no abuse of this vital program. Currently clients can purchase three \$10.00 books, for a total of \$30.00 worth of scrip, at a discounted rate of \$8.00 each, which give them approximately one (1) or two (2) rides per book. There is currently a limit to purchase three books per person per quarter.

Lift Line projected 13,103 Meals on Wheels rides in FY 16/17, 6,600 of which were to be funded by TDA funds. At 25% of the year, we have reached 27% of our total goal.

We are on track to meet our projected goal for the current fiscal year. Lift Line will continue to coordinate with the Meals on Wheels program to increase attendance at all of the senior dining centers, as Lift Line continues to meet with the Meals on Wheels Program Director and site managers to review unmet transportation service needs.

Lift Line projected to provide 23,875 Elderday rides in FY 16/17, 8,950 of which were to be funded by TDA. At 25% of the fiscal year, we have reached 34% of our goal.

The Elderday program provides outpatient adult day health care to community members who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia. Almost all of these participants use wheelchairs or walkers, and require vans with lifts. Generally, these clients are very frail, and need personal, door-to-door assistance. Elderday rides are reflective of the level of client service that Lift Line drivers provide to patients with critical needs.

Lift Line projected to provide 19,383 Winter Shelter program rides in FY 16/17, with 7,445 to be funded by TDA. At 70% of the service period, Lift Line has reached 58% of our total goal, providing 11,246 rides to date. We expect to reach our goal this year.

In FY 16/17, Lift Line requested TDA funds to match Lift Line's costs for providing transportation for the Association of Faith Communities' Winter Shelter Program, which operates November through up to April 7th, 2017. Lift Line provides more than 20,000 rides to the shelter sites. While this year's shelter program is operated by volunteers from faith communities, prior years' shelter staff reported that 30% of participants are disabled, 7% are seniors, and there are one to three wheelchair-using participants being transported both ways every day. We know that 100% of participants have unmet health care needs. We requested TDA funds to support the rides for senior and disabled participants.

In FY 16/17, Lift Line projected to provide 693 Dialysis rides. At 86% of the service period, Lift Line has reached 165% of our total goal, providing 1,143 rides to date.

Lift Line/CTSA requested 16/17 TDA funds to support the expansion of rides to dialysis treatment between the hours of 8:00am and 4:00pm to fill unmet community medical transportation needs. This expanded Lift Line's typical medical ride service window of 10:30am and 1:30pm, in order to provide participants with transportation that meets dialysis treatment schedules of approximately two-to-four hours, 3-5 times per week for some clients. This addressed the unmet need of affordable transportation for dialysis that ranked H3 High Priority on the 2015 Unmet Needs List that was adopted by the RTC in May 2015, and was carried forward in the 2016 and 2017 surveys.

Lift Line staff will continue to work with the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in identifying and addressing unmet needs.

Lift Line continues to work with the E&D TAC to meet the unmet transit and paratransit needs, with recommendations from the Paratransit Coordination Task Force. We continue to help residents ineligible for METRO ParaCruz or Medi-Cal assistance with the required paperwork to access TDA programs. In our role as the Coordinated Transportation Service Agency, Lift Line works with other transportation providers to ensure maximum efficiency and coordination of rides for all residents.

Lift Line will continue to focus its resources on transportation needs that are not being met by other paratransit services, such as ADA-mandated METRO ParaCruz.

Our goal is to provide flexible programs, scheduling, and dispatching that can respond to the changing needs of all participants, especially those ineligible or unable to utilize other transportation services. Through TDA funding, Lift Line will continue to serve those ineligible for METRO ParaCruz service, specifically low-income individuals who cannot afford the \$8.00 round-trip fare, those who don't meet the ADA parameters, and those with origins/destinations outside of the METRO ParaCruz service area. Lift Line is anticipating an increase in demand for these services as a result of proposed fare increases from METRO ParaCruz.

**OPERATION PLAN SERVICE OF UNITS
EXHIBIT C-2
2017 / 2018**

TABLE 1 - TDA PROPOSED SERVICE UNITS								
	TAXI SCRIP	MEDICAL TDA	MEALS ON WHEELS	ELDERDAY	WINTER SHELTER PROGRAM	TOTAL UNITS	TOTAL	
FUNDS ALLOCATED	\$70,084	\$275,777	\$83,568	\$208,081	\$27,410		\$664,920	
OPERATING COST	\$12.24	\$34.01	\$10.29	\$12.65	\$2.09			
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director/Fleet Mgr, Admin Asst, Info Mgr, Rent, Liability Insur., Phone, Supplies, etc.	\$4.88	\$16.89	\$5.11	\$6.28	\$1.04			
B. ADMINISTRATION 14.5% of total cost per unit.	\$2.90	\$8.63	\$2.61	\$3.21	\$0.53			
TOTAL COST PER SERVICE UNIT	\$20.02	\$59.54	\$18.01	\$22.14	\$3.65			
17/18 PROJECTED TDA UNITS OF SERVICE	3,500	4,632	4,639	9,398	7,504	29,673		
EQUIPMENT PURCHASE MATCH								
TOTAL TDA CLAIM REQUEST								\$664,920

NON-TDA SUPPORTED

TABLE 2 - OTHER CTSA SERVICE UNITS								
	Meals on Wheels	Elderday Services	Winter Shelter	MSSP	Measure D Paratransit	Dialysis	Total Units	Total
Funds Allocated	\$102,945	\$421,722	\$40,538	\$17,108	\$221,293	\$52,481		\$856,087
Revenue per Service Unit	\$18.01	\$22.14	\$3.65	\$18.01	\$59.54	\$59.54		
17/18 Projection Units of Service	5,714	19,047	11,098	950	3,717	881	41,408	
Other Income					\$524,863			\$687,391
Total Operating Income								\$1,543,478
FTA Section 5310-Capital Equipment								\$134,309
TDA Claim								\$664,920
Grand Total								\$2,342,707

ROLLUP OF ALL RIDES

TABLE 3 - ALL SERVICE UNITS TOTALED (Total tables 1 and 2, units of service, to equal table 3 totals)									
	Taxi Scrip	Medical TDA	Meals on Wheels	Elderday	Winter Shelter	MSSP Taxi Scrip	DIALYSIS TDA	Medical Section 5310	Total Units
2017-2018 Ride Projections	3,500	4,632	10,353	28,445	18,602	950	881	3,717	71,081

Exhibit D

Schedule of Payments FY: 2017-2018 TDA Claim Life Line CTSA

July 15, 2017	\$232,722
October 15, 2017	144,066
January 15, 2018	144,066
April 15, 2018	144,066
Total	\$664,920

Preferred Method and Schedule for TDA fund distribution: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount.

EXHIBIT E
Lift Line / CTSA
17/18 Statement of Role and Responsibility

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Community Bridges Lift Line will continue to coordinate and consolidate transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Lift Line will continue to work with Santa Cruz County School Districts, Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, Hospice of Santa Cruz County, as well as hospitals and other medical facilities. Community Bridges Lift Line will also continue working closely with the RTPA and to help with the unmet needs identified in the Tri-County AMBAG Coordinated Plan. Community Bridges Lift Line will also continue working with local non-profit organizations and other human service and medical facilities in neighboring counties to continue to define and create an effective mobility management center to help mobilize residents with various disabilities, low income and senior populations to travel easily throughout our County as well as to travel seamlessly throughout our tri-county Monterey Bay region and the San Francisco Bay Area.

As the CTSA, Community Bridges Lift Line will continue coordination to improve and identify the need for specialized transportation equipment. If the equipment is funded through Caltrans 5310 and isn't reaching its proposed requirements through their contract, the equipment can be recaptured and its use coordinated through other identified paratransit service needs. We will continue to offer training to ensure that not only Lift Line staff operates in a safe and sensitive manner, but will continue to offer expertise and training for other transportation providers in the County.

Pursuant to the CTSA designation for Santa Cruz County, Community Bridges operates the Lift Line transportation program, which will continue to take a lead, and work closely with the RTPA, to continue to help identify unmet transportation needs, coordinate and provide social service transportation services to low-income seniors, disabled residents, underserved populations and other identified individuals in Santa Cruz County. Lift Line will continue to directly address the issues identified through the unmet needs process by providing rides to medical appointments (including dialysis), alternative care, mental health and various medical transportation needs.

Exhibit F
Reporting Period and Performance Measures
FY: 2017-2018 TDA Claim
Community Bridges' Life Line CTSA

	Reporting Period	Due
1.	Fiscal Year: 2017/18	11/15/17
2.	1 st Quarter, 7/1/17 through 9/30/17	01/15/18
3.	2 nd Quarter, 10/1/17 through 12/31/17	04/15/18
4.	3 rd Quarter, 1/1/18 through 3/31/18	07/15/18
5.	4 th Quarter, 4/1/18 through 6/30/18	11/15/18
6.	Annual Evaluation, Fiscal Year 2017/2018	11/15/18

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

*Mechanical failure means any problem which results in a delay of one hour or longer, or cancellation of service.

RESOLUTION NO. 32-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 4, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2017-18 ARTICLE 8 CLAIM
FROM THE CITY OF SANTA CRUZ ON BEHALF OF THE VOLUNTEER CENTER

WHEREAS the Transportation Development Act (TDA) of 1971 provides that an applicant may file an Article 8 claim for monies from the Local Transportation Fund;

WHEREAS the Regional Transportation Commission (RTC) has identified a process for TDA claims in their Rules and Regulations;

WHEREAS the Regional Transportation Commission, in adopting its FY 2017-18 TDA budget, has apportioned \$79,157 to be used by the Volunteer Center for administering the volunteer transportation program;

WHEREAS the Elderly & Disabled Transportation Advisory Committee, at its April 12, 2016 meeting, recommended that the Regional Transportation Commission approve this claim; and

WHEREAS the City of Santa Cruz is eligible to claim Article 8 funds and is scheduled to approve their role as claimant for Volunteer Center on May 10, 2016;

THEREFORE BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The claim submitted in the amount of \$79,157 fulfills the requirements as specified in the Transportation Development Act and the Rules and Regulation of the RTC and is consistent with the Regional Transportation Plan, as follows:
 - a. The claim includes a proposed budget for the 2017-18 fiscal year;
 - b. The claim includes a statement of projected or estimated revenues and expenditures for the prior fiscal year;
 - c. The claim will fund specialized transportation services and respond to transportation needs not otherwise being met within the community; and
 - d. The proposed expenditure of the funds is consistent with the most current Regional Transportation Plan.
2. The submitted FY 2017-18 claim in the amount of \$79,157 is hereby approved consisting of one payment in July of 2017 and the City of Santa Cruz will act as a claimant on behalf of the Volunteer Center, for Article 8 claims for specialized transportation programs.

3. The Executive Director is authorized to modify the payment amounts should the RTC amend the FY 2017-18 Transportation Development Act apportionments in the RTC's FY 2017-18 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: City of Santa Cruz
Volunteer Center
Transportation-Fiscal
Staff TDA File

Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: Transportation Program
2. Implementing Agency: Volunteer Center of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA \$0 _____
 STA (transit only) \$ _\$79,157_____
5. Fiscal Year (FY) for which funds are claimed: FY _2017___ / ___2018___
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:

<input type="checkbox"/> Article 8 Bicycle and/or Pedestrian Facility	<input checked="" type="checkbox"/> Article 8 Specialized Transportation
<input type="checkbox"/> Article 4 Public Transportation	<input type="checkbox"/> Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
 Name: _____ Lois Connell _____
 Telephone Number: _831-427-5070_____ E-mail: lois@scvolunteercenter.org
 Secondary Contact (in event primary not available) : ___ Tara Ireland _____
 Telephone Number: 831-427-5070 E-mail: rsvpvol@scvolunteercenter.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. See attached scope of work
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): All of Santa Cruz County
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

In past needs assessments done by the Seniors Commission and by United Way, transportation is one of the top needs. The Volunteer Center offers the only program in the county with no cost rides to seniors and disable persons in the county. We provided these services at no cost to the client by using community volunteers, using their own vehicles to transport clients to needed services. Our priority's are medical appointment, grocery and other essential shopping other rides are based on needs and availability of drivers. The program offers volunteers additional insurances and a small mileage allowance. The Service covers all of Santa Cruz County including some of the remote areas in the San Lorenzo Valley.

Our services are available to elderly and disabled persons outside of fixed bus routes, who cannot use public transit because of mobility issues or do not qualify or cannot afford services from Lifeline or taxis. The services we provide fall with in the high and medium priorities of the 2015 Unmet Para transit and Transit Needs, Adopted by the Santa Cruz County Regional Transportation Commission at its May 7, 2015 meeting. I.E. Seeking volunteer drivers in South County, providing low or no cost rides with in the county.

Clients and volunteer drivers are actively recruited in several ways. Through our website at scvolunteercenter.org., brochures placed a various doctors office and areas where senior congregate, ads placed in local news, presentation to local service clubs and senior centers. We have relationship with other agencies such as Visiting Nursed, Dominican Rehab and our own programs RSVP and Helping Hands who refer clients as well as volunteers.

11. Project Productivity Goals for this fiscal year:

a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): The number of rides provided and the number of clients served will measure performance. Clients register with the program and individual records are kept on each client with their personal information, emergency contacts and rides given. The number of rides is evaluated through ride reports compiled on each ride that details client, date and time of ride, destination of ride and driver providing ride. These records are entered into a computerized data file.

b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided): Our goal is to provide 4,600 one-way trips to eligible clients. Clients are limited to two rides per week due to the availability and number of drivers. Once all essential rides are filled clients may have additional rides. Clients are asked to give advance notice of five to seven -day minimum for rides so they can be filled by priority. To be able to expand theses goals more volunteer drivers are needed. Our priority for filling requests is as follows:

- 1st Priority - Medical trips for low-income persons
- 2nd Priority - Medical trips for other persons
- 3rd Priority - Shopping for low-income persons
- 4th Priority - Shopping for other persons
- 5th Priority - Other eligible destinations

These trips will be targeted for geographic distribution as follows:

	Rides	% of Rides	#Clients
Santa Cruz/Mid-County/Aptos/Capitola		%	90
San Lorenzo/Scotts Valley		%	65
Watsonville/ Freedom		%	45

These figures are based on population data derived from the latest census and available transit services for each area of operations. In considering geographic distribution of services, our goal is to provide extra support in those areas outside or in limited public transit services.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? The Volunteer Center's of Santa Cruz have been receiving TDA funds for over 35 years and was been a member of the Elderly & Disabled Transportation Advisory Committee. The program is listed in the Specialized Transportation Guide and is included in the March 12, 2008 draft Coordinated Public Transit-Human Services Transportation Plan providing all services listed in the plan.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): This project will have little or no impact on other modes of travel.
14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match.*

What is the total project cost? \$79,157_

Is project fully funded? Yes

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)? Funds are used for personnel Cost, Audit fees, Supplies, Telephone, Occupancy, Printing, Postage, Volunteer mileage, Administration.

15. Preferred Method and Schedule for TDA fund distribution *(see RTC Rules and Regulations for details):*
- a. Bike/Ped: Up to 90% upon initiation of work OR 100% upon project completion
- b. CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR Quarterly disbursement
- c. Volunteer Center: X Full approved claim amount in the first quarter
- d. SCMTD: Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>work plans and budget</u> (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	NA
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	NA

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

18. What is different from last year's program/claim?

19. Schedule of regular progress reports including an evaluation at the end of the year:

- SCMD – April each year
- Specialized Transportation: Quarterly to E/D TAC, RTC _____ (Months/Year)
- CTSA: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)
- B2W: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)

CTSA and Volunteer Center (Article 8) Only

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe. The Volunteer Center's Transportation Program is a volunteer program providing free rides and serves to people who, through age, physical limitations are unable to use other public or private transportation resources. Approximately 1/2 of our clients live in congregate areas such as mobile homes and low-income housing. We specialize in meeting the needs of those clients outside the ADA-mandated Para transit service area. The service is provided free of charge to clients. There are no other providers of this service in the community

21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe. When possible, the Volunteer Center will refer those callers whose requests cannot be accommodated through our program to other transportation programs. We often refer to Lifeline or in some cases Para Cruz. We receive referral from doctors offices, senior center, through our website, personal referrals and general public. We are listed with 211.

22. Provide performance information, as pertinent, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246)

The program has no owned service vehicles or employee drivers. Volunteer driver use private vehicles. It is estimated that each one-way trip is 9.5 miles, with approximately 4600 one-way rides provided in the last fiscal year. This is about 43,700 projected service miles per year. Each one-way ride is an average of 2.5-hour average or a total of 9660 service hours. Volunteers have the option of being paid mileage at a cost of \$.31/ mile, although not all accept payment. Based on the FY 2016-17 TDA allocation of \$78,376 and the service estimates provided by volunteer drivers, the cost per one-way passenger ride and a cost per vehicle service hour of about \$8.12 and a cost per service mile of \$1.80 making this a very cost efficient and effective program.

Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services

during peak hours. (99246) \ The Transportation Program works in conjunction with the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee/Social Service Transportation Advisory Council to help assure that transportation needs for the elderly and disabled are represented. We know from needs assessments that low or free transportation to elderly and disabled persons outside of the fixed routes or those unable to use fixed routes are in desperate need. Many of our clients live in rural areas, have little or no family to assist and are living on fixed incomes. The Volunteer Centers Transportation Program providing transportation to doctor's appointment, grocery shopping and other necessary appointment. Volunteer drivers provide the service free of charge to clients through out the county

SCMTD, CTSC, Volunteer Center & RTC Only

23. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.

Describe any problems encountered in implementing individual recommendations.

TPA-4

- Our independent Auditors review costs and revenues that are not aggregated in our accounts. TDA finances are audited as one of over 60 separate fund accounts. It would be too cumbersome to include all 60+accounts that are audited in the published financials. However, since this is an issue, we have had our auditors include a TDA finance page in the audit. •

TPA-7

- For the last 2 years and currently we have been putting our extra resources towards driver recruitment as our top priority. We have made great strides in north and central county and are focusing our efforts on south county.
- Increasing mileage reimbursement is something we have review but at this time we are unable to due. It remains on objective to do when funding allows. •

SCMTD Only

24. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

<i>Funds</i>	<i>Urbanized Service</i>	<i>Rural/Non-Urban Service (Could use FTA 5311 application)</i>
Fare Revenue:	\$	\$
Local Support Revenues:	\$	\$
Operation costs:	\$	\$
Ratio Fare Rev ÷ Op Cost: (minimum required=15%)	_____ %	_____ %
Cost per ride being subsidized for different services/funds	\$	\$

Note: Exemptions for calculating operating costs – spell out in your operating budget summary.

- *Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.*
- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator's prior year costs as adjusted by*

the CPI are excluded from operating cost.

25. Current fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public).

- Current ratio ((sum of fare revenues + local support) ÷ operating cost):
- FY1978-79 Ratio: _____

26. Did the SCMTD operating budget increase over 15% from the prior fiscal year?

If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).

27. Operating statistics (*compare current fiscal year to date to last three full fiscal years; *TDA required performance indicators*), submit items from the following list.

- Annual passengers
 - Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride
- Annual service hours
- Passengers per vehicle service hour*
- Annual service miles
- # of fixed-route miles
- Service Area – square miles
- Service Area Population
- Passengers per vehicle service mile*
- Average passengers per weekday
- Total operating costs in budget
- Operating cost per vehicle service hour*
- Total operating cost per passenger*
- Average Farebox Revenue per passenger (describe what is included)
- # of FTE employees (all employees, not just drivers)
- Vehicle Service hours/Employee*
- # of routes
- Average route length
- Average travel times/rider
- # of bus stops
- # of vehicles in operation
- # of monthly bus passes in circulation
- Max vehicles in service at any time:
- Hours of service:
- Approximate # of unduplicated passengers
- Cost per unit of service plus text about long range plans to make/keep this low
- Funds and percentage spent on administration/overhead/grantee allocation/etc
- Actual financials compared with budget

- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

Documentation to Include with Your Claim:

All Claims

- A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

- A copy of the operating and capital budgets for the coming fiscal year**
- Description of capital projects**, including time frame over which project will be funded and implemented
- Operating Plan** for current and upcoming activities – can be within project description

Article 4 Transit Claims

- A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- Other Certifications**

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Associate Director Date: 3/29/17

PROGRAM NAME:

Volunteer Center/ Transportation Progr:

FISCAL YEAR:

2016-2017 2017-18

REVENUES

	Budget Unit Name		
	Budget Unit Number		
4000	PUBLIC SUPPORT		
4007	Donations	500	800
4295	Transportation Commission	78,649	79,157
TOTAL CURRENT YEAR REVENUES		79,149	79,957
5001	Hourly Wages	56,221	56,038
	SUBTOTAL BENEFITS & TAXES	56,221	56,038
6012	Auditing Expense	200	500
6018	Copies	250	200
6038	Equipment, Repair	250	225
6039	Facility Maintenance	100	100
6040	Insurance, General	400	200
6042	Insurance, Volunteer	1,500	1,500
6050	Postage	150	150
6060	Rent	350	-
6061	Rent, Watsonville	4,392	5,000
6078	Office Supplies	200	150
6081	Computer Software & Fees	100	100
6098	Mileage, Volunteers	2,000	1,000
6100	Telecommunication	1,000	2,700
6125	Utilities	656	600
6150	Volunteer Recognition	300	300
6160	Admin Fees	11,080	11,194
TOTAL CURRENT EXPENSES		79,149	79,957

Exhibit A
VOLUNTEER CENTER OF SANTA CRUZ COUNTY
 1740 17th Ave. Santa Cruz, CA 95062, 427-5070, FAX 423-6267

PROGRAM DESCRIPTION/SCOPE OF WORK
 VOLUNTEER CENTER'S TRANSPORTATION PROGRAM
 Fiscal Year 2017-17

A. TARGET POPULATION

The Volunteer Center's Transportation Program is a volunteer program providing rides and serves to people whom, through age, physical limitations or geographic location, are unable to use other public or private transportation resources. Volunteer drivers using their own vehicles provide rides. Our program is limited to ambulatory persons. Our service area is all of Santa Cruz County.

B. SERVICE GOALS

Our goal is to provide 4,600 one-way trips to eligible clients. Clients will be limited to a maximum of two rides per week. Our priority for filling requests is as follows:

- 1st Priority - Medical trips for low-income persons
- 2nd Priority - Medical trips for other persons
- 3rd Priority - Shopping for low-income persons
- 4th Priority - Shopping for other persons
- 5th Priority - Other eligible destinations

These trips will be targeted for geographic distribution as follows:

	<u>Rides</u>	<u>% of Rides</u>	<u>Client</u>
Santa Cruz/Mid-County/Aptos/Capitola	2800	56%	90
San Lorenzo/Scotts Valley	1100	24%	60
Watsonville/ Freedom	700	21%	45

These figures are based on population data derived from the latest census and available transit services for each area of operations. In considering geographic distribution of services, our goal is to provide extra support in those areas which are outside the boundaries of Lifeline services, or which receive limited Lifeline service and have limited public transit services.

C. PROGRAM ACTIVITIES

1. The Volunteer Center will maintain volunteer dispatchers Monday- Friday 10:00 a.m. to 2:00 p.m. in Santa Cruz, and Monday – Thursday from 10:00 a.m. to 1:00 p.m. in the Watsonville and Valley centers is now being handled out of the Santa Cruz Center. Data is keep separate.
2. When possible, the Volunteer Center will refer those callers whose requests cannot be accommodated through our program to other transportation programs.
3. The Volunteer Center will continue its intensive campaign to recruit new drivers and dispatchers for all offices.

4. Volunteer Center staff will attend all meetings of the Elderly and Disabled Transportation Advisory Committee of the Santa Cruz County Regional Transportation Commission.

D. QUARTERLY REPORTS

Volunteer Center of Santa Cruz Transportation Program TDA Funding Quarterly Reports and Final Activities Report are due to the Transportation Commission and the City of Santa Cruz according to this schedule:

Prior Year Annual Report:	September 8, 2017
Quarterly Activities Report 1:	October 27, 2017
Quarterly Activities Report 2:	February 9, 2018
Quarterly Activities Report 3:	April 27, 2018
Quarterly Activities Report 4:	July 27, 2018

The reports will contain the following information for each center and total:

1. Number of rides provided
2. Trip destinations
3. Mileage claimed
4. Estimated total mileage
5. Average length of trip
6. Number of unduplicated passengers
7. Number of requests for service
8. Number of turndowns
9. Reason for turndowns
10. Number of active volunteers
11. Geographic distribution of clients

E. INSURANCE

Comprehensive auto and general liability insurance over and above that held by the driver will be maintained by the Volunteer Center in the amount of \$1,000,000 per occurrence.

F. CLAIMS

One claim will be submitted for advance payment for the year:

Annual Advance - July, 2017 \$79157

RESOLUTION NO. 33-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 4, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2017-18 TRANSPORTATION DEVELOPMENT
ACT (TDA) ARTICLE 4 CLAIM AND STATE TRANSIT ASSISTANCE CLAIM
FROM THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

WHEREAS, the Transportation Development Act of 1971, Article 4, Section 99260(a) of the Public Utilities Code provides that transit operators may file a claim for monies from a county's local transportation fund with the transportation planning agency for that county;

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) is a transit operator in accordance with Article 1, Section 99210 of the Public Utilities Code, and the Santa Cruz County Regional Transportation Commission (RTC) is the regional transportation planning agency for Santa Cruz County, in accordance with Article 1, Section 99214 of the Public Utilities Code;

WHEREAS, the RTC apportioned \$6,767,933 in Transportation Development Act (TDA) funds and \$1,875,277 in State Transit Assistance (STA) funds to METRO in its fiscal year 2017-18 budget;

WHEREAS, METRO submitted a claim for Transportation Development Act funds and State Transit Assistance Funds in accordance with TDA statutes and the RTC Rules and Regulations; and,

WHEREAS the Elderly & Disabled Transportation Advisory Committee, at its April 11, 2017 meeting, recommended that the Regional Transportation Commission approve this claim;

THEREFORE BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The FY 2017-18 Transportation Development Act (TDA) claim by Santa Cruz Metropolitan Transit District (METRO) fulfills the requirements specified in the Transportation Development Act and the Santa Cruz County Regional Transportation Commission's (RTC) Rules and Regulations and the RTC finds that:
 - a. The proposed expenditures are in conformity with the Regional Transportation Plan.
 - b. The level of passenger fares and charges is sufficient to enable the METRO to meet the fare revenue requirements of Public Utilities Code sections 99268.1 or 99268.2b as an older operator.
 - c. METRO is making full use of federal funds available under the Urban Mass Transportation Act of 1964.

- d. The sum of METRO's allocations from the State Transit Assistance (STA) and the TDA funds does not exceed the amount that METRO is eligible to receive during the fiscal year.
 - e. The claim funds may be used to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.
 - f. METRO made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code section 99244 as specified in sections 17 and 22 of the TDA claim form.
 - g. METRO obtained certification by the Department of the California Highway Patrol verifying that METRO is in compliance with section 1808.1 of the Vehicle Code, as required in Public Utilities Code section 99251. The certification shall have been completed within the last 13 months.
2. The claim submitted by the Santa Cruz Metropolitan Transit District for Transportation Development Act Article 4 funds in the amount of \$6,767,933 and State Transit Assistance funds in the amount of \$1,875, 277 for fiscal year 2017-18 is hereby approved, to be paid in quarterly payments, as specified below:

	<u>TDA</u>	<u>STA</u>
1st Quarter	\$ 1,691,983.25	\$ 468,819.25
2nd Quarter	\$ 1,691,983.25	\$ 468,819.25
3rd Quarter	\$ 1,691,983.25	\$ 468,819.25
4th Quarter	<u>\$ 1,691,983.25</u>	<u>\$ 468,819.25</u>
Total	\$ 6,767,933.00	\$ 1,875,277.00

3. Should the RTC amend its FY 2017-18 budget to modify TDA revenue apportionments to METRO, the Executive Director is authorized to modify the payment amounts consistent with the RTC's approved FY 2017-18 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: METRO
RTC Fiscal
RTC Planner

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 24, 2017

TO: Executive Director, SCCRTC

FROM: CEO/General Manager, Santa Cruz METRO

SUBJECT: FY18 TDA FUNDS DISBURSEMENT REQUIREMENT

Disbursement of the Santa Cruz Metropolitan Transit District's FY18 TDA claim for \$6,767,933.00 in LTF funds and \$1,875,277.00 in STA funds is requested as follows:

LTF FUNDING FOR FY18

<u>Disbursement Schedule</u>	<u>Operating Funds</u>	<u>Total Disbursement</u>
First Quarter	\$ 1,691,983.25	\$ 1,691,983.25
Second Quarter	\$ 1,691,983.25	\$ 1,691,983.25
Third Quarter	\$ 1,691,983.25	\$ 1,691,983.25
Fourth Quarter	\$ 1,691,983.25	\$ 1,691,983.25
	\$ 6,767,933.00	\$ 6,767,933.00

STA FUNDING FOR FY18

<u>Disbursement Schedule</u>	<u>Operating Funds</u>	<u>Total Disbursement</u>
First Quarter	\$ 468,819.25	\$ 468,819.25
Second Quarter	\$ 468,819.25	\$ 468,819.25
Third Quarter	\$ 468,819.25	\$ 468,819.25
Fourth Quarter	\$ 468,819.25	\$ 468,819.25
	\$ 1,875,277.00	\$ 1,875,277.00

FY18 TDA funds will be used for fixed-route and paratransit operating, capital and administrative costs as shown on the FY18 TDA Claim Form and in the *Santa Cruz Metropolitan Transit District Preliminary FY18 & FY19 Operating Budget* and the *FY18 Capital Budget*, which the Board approved on 3/24/17.

Transportation Development Act (TDA) – Local Transportation Funds and
State Transit Assistance (STA)
CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: FY18 Public Transit Operations in Santa Cruz County
2. Implementing Agency: Santa Cruz Metropolitan Transit District (METRO)
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim:

TDA	<u>\$6,767,933</u>
STA (transit only)	<u>\$1,875,277</u>
5. Fiscal Year (FY) for which funds are claimed: FY18
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - Article 8 Bicycle and/or Pedestrian Facility
 - Article 4 Public Transportation
 - Article 8 Specialized Transportation
 - Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Alex Clifford, CEO/General Manager
Telephone Number: (831) 426-6080 E-mail: aclifford@scmtd.com

Secondary Contact (in event primary not available): Thomas Hiltner, Grants/Legislative Analyst
Telephone Number: (831) 420-2580 E-mail: thiltner@scmtd.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks).

This project provides operating assistance for fixed-route public transit and ADA complementary paratransit operations in Santa Cruz County. Fixed-route public transit operations require a maximum fleet of 80 vehicles serving 35 routes throughout Santa Cruz County, including the Highway 17 Express AMTRAK feeder service between Santa Cruz and San Jose (Diridon Station). ParaCruz, METRO's complementary paratransit service, operates 38 accessible vans in demand-response service for persons who, due to disability, cannot access the fixed-route system.

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

METRO Service Area



10. Justification for the project: (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

This project provides financial support for fixed-route public transit and paratransit service in Santa Cruz County. Public transit is lifeline transportation for residents who do not have access to a privately owned vehicle and offers an alternative transportation mode choice for others. Increasing public transit ridership is a goal of the 2040 RTP, and TDA financial assistance is required to sustain current levels of transit service, which will support ridership growth in subsequent years.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

- Total Annual passenger trips
- Operating Cost/Hour
- Farebox Recovery Ratio

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

For FY18, METRO projects 5,149,811 fixed-route passenger trips based upon FY17 ridership to date, which has declined from FY16 by anticipated ridership loss following the 9/8/16 service

reduction. The FY18 ParaCruz ridership estimate is 86,000_one-way_trips.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Yes, METRO's FY18 TDA/STA project conforms to these goals and targets in the *2040 RTP, Draft Transportation Goals, Policies and Targets*:

Goal 1: Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers (Attachment 3, p. 1).

Targets:

1A. Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 47 percent by 2040 (Attachment 3, p. 1).

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035 and 6 percent by 2040. (Attachment 3, p. 1).

1E. Increase the number of active transportation trips by 5 percent of total trips by 2020 and 1 by 20% of all trips by 2040 . (Attachment 3, p. 2).

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

Targets:

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 47% by 2040.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

- Reduce congestion on local streets and roads by providing alternatives to the private automobile.
- Increase range of travel for bicycles by accommodating bikes on buses.
- Provide feeder service to intercity bus, rail and airline network at San Jose.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: (*attach project budget*). *Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services may NOT apply toward the local match.*

What is the total project cost?

\$47,626,559 for FY18 as published in the *Santa Cruz Metropolitan Transit District Preliminary FY18 & FY19 Operating Budget (FY18 Budget)*, Attachment A.

Is project fully funded? Yes, the *FY18 Budget* indicates that the project is fully funded..

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?
Public transit operations; administration.

15. Preferred Method and Schedule for TDA fund distribution (*see RTC Rules and Regulations for details*):

- a. Bike/Ped: Up to 90% upon initiation of work OR 100% upon project completion
- b. CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR Quarterly disbursement
- c. Volunteer Center: Full approved claim amount in the first quarter
- d. SCMTD: Quarterly disbursement

16. TDA Eligibility:

	YES?/ NO ?
<p>A. Has the project/program been approved by the claimant's governing body? Form of approval (eg resolution, work program, budget, other document) <u>On 3/24/17, the METRO Board adopted the Preliminary FY18 & FY19 Operating Budget for the purpose of submitting the TDA claim in the amounts requested with this claim.</u></p> <p>If "NO," provide the approximate date approval is anticipated. _____</p>	Yes
<p>B. Has this project previously received TDA funding? (This Project is defined as FY18 operations.)</p>	No
<p>C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)</p>	Yes
<p>D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).</p>	NA
<p>E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).</p>	NA

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

 - During FY17, METRO restructured its service to eliminate a forecast deficit of approximately \$5 million by commensurately reducing the number of drivers and consumables cost.
 - METRO established a unique ID for every bus stop in the system and initiated a new mobile application which enables passengers to obtain route information for that particular stop by texting the stop ID.
 - METRO completed the new Judy K. Souza Operations Building, the final MetroBase construction project. Returning all activities to River Street facility from a temporary operating site in Harvey West Park will attain operating cost savings by eliminating service miles and hours traveled between the temporary site and the fuel/wash facility.
 - The FTA awarded METRO a Low and No Emission Bus Program grant to purchase its first three, 45' over-the-road electric buses. With increased capacity and better performance, these buses may attract new riders to the H17 Express. Funds from the State Low Carbon Transit Operations program will fund a fourth, 40' battery-electric bus for service to the Watsonville Disadvantaged Community. Battery-electric buses have demonstrated lower lifecycle costs than diesel or CNG buses due to lower maintenance costs..

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

 - Deploy four electric buses in service to initiate METRO's electric bus implementation strategy.
 - Begin rebuilding service from the FY17 service restructuring.
 - Improve on-time performance.
 - Deploy Automatic Vehicle Locators to provide real-time travel information to customers and improve vehicle dispatch response.

18. What is different from last year's program/claim?
a. This year's TDA claim is slightly lower than last year's.
19. Schedule of regular progress reports including an evaluation at the end of the year:
- SCMD – April each year
 - Specialized Transportation: Quarterly to E/D TAC, RTC _____ (Months/Year)
 - CTSA: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)
 - B2W: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)

CTSA and Volunteer Center (Article 8) Only

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe.
21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe.

SCMTD & RTC Only

22. List the recommendations provided in your last Triennial Performance Audit and your progress toward meeting them.

- ***Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.***
- ***For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.***
- ***Describe any problems encountered in implementing individual recommendations.***

1. Santa Cruz METRO should prioritize the addition of on-board cameras.

On-board surveillance cameras is an Information Technology project in METRO's Unfunded Capital Needs list. METRO has reprioritized its projects within the Cal-OES Transit Security Grant Program, and, together with replenished capital funds, may be able to implement on-board video surveillance within the next three years. On-board surveillance system vendors estimate METRO's project will cost approximately \$800,000.

2. Santa Cruz METRO should prioritize technology investment to continuously track on-time performance.

Installing an Automatic Vehicle Locator system is METRO's number one, unfunded Information Technology project. As METRO begins rebuilding its capital funds, it will be able to implement this \$2 million project.

3. Santa Cruz METRO should strengthen its marketing program.

METRO understands the need to establish consistent design policies and a continuous media presence to promote its services; however, due to financial restraints, METRO was unable to hire a manager to lead a new marketing and public relations department when the management hierarchy was restructured in 2015. Beginning in 2016, METRO awarded small, third-party contracts to marketing agencies to provide focused public outreach for specific projects. Establishing a dedicated department to promote the METRO brand and services will be possible when METRO's operating budget stabilizes and recurrent revenue covers recurrent costs.

SCMTD Only

23. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

Note: Exemptions for calculating operating costs – spell out in your operating budget summary.

- *Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.*
- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator’s prior year costs as adjusted by the CPI are excluded from operating cost.*

The following table shows the project Urban vs. Rural Farebox recovery ratio for FY18. The allocation of fare revenue between rural and urban service is calculated from the actual FY16 fare revenue/total revenue ratio and budgeted FY18 fare revenue. Costs are allocated by the FY16 ratio of rural operating hours/total operating hours and the FY18 budget total cost less ParaCruz operating costs.

Farebox Recovery Ratio: Urban vs. Rural FY18		
Funds	Urbanized	Rural ¹
Fare Revenue	\$ 10,160,389	\$ 299,040
Local support Revenues ²	\$ 32,039,526	\$ 1,460,606
Operation Costs	40,683,534	1,854,666
Fare Ratio	25.0%	16.1%
Passengers/Year ³	4,890,167	110,214
Cost/Ride	\$ 8.32	\$ 16.83

Highway 17 performance factors included in all calculations

¹ FY18 Preliminary Budget fixed-route fares* FY16 rural fares/total fares

² Support Revenue Allocated Rural/Urban by FY16 rural operating hours/total hours

³ FY16 Actual Ridership less 10% trips from FY17 service cut plus 1% growth from FY17 to FY18

The projected FY18 cost per ride in the urbanized area is \$8.32 and \$16.83 in the rural area. These differences reflect the much lower ridership per hour in the rural areas vs. the urban areas. Highway 17 Express performance measures are included in the urban portion of all calculations

24. FY18 budgeted fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public):

- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 70.3%
- FY1978-79 Ratio: 56.9%

25. Did the SCMTD operating budget increase over 15% from the prior fiscal year? NO, the FY18 preliminary operating budget shows an increase of 2% over the final FY17 budget (June 2015).

If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).

26. Operating statistics (*compare current fiscal year to date to last three full fiscal years; *TDA required performance indicators*), submit items from the following list.

Please see METRO Performance Indicators FY12– FY16 Following

- *Annual passengers*
 - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride.*

For FY18, TDA funds will contribute an estimated \$1.46 per fixed-route passenger trip and \$8.76 per ParaCruz passenger trip.

Santa Cruz METRO Operating Financials					
Operating Expenses	FY12	FY13	FY14	FY15	FY16
Local Fixed-Route Expenses	\$ 29,299,275	\$ 32,169,191	\$ 35,141,998	\$ 35,413,642	\$ 36,313,495
Highway 17	3,613,863	3,491,147	4,197,527	4,198,933	4,898,213
Paratransit	\$ 4,639,062	\$ 5,140,727	\$ 5,446,729	\$ 5,515,934	\$ 5,495,018
TOTAL Operating Expenses*	\$37,552,200	\$40,801,065	\$44,786,254	\$45,128,509	\$46,706,726
Operating Revenue	FY12	FY13	FY14	FY15	FY16
Fixed-Route Fares	\$ 3,729,509	\$ 3,849,089	\$ 3,850,237	\$ 3,759,724	\$ 3,641,890
Fares-Contracts	3,014,081	3,249,049	3,336,122	3,647,730	3,726,200
Highway 17 Fares	1,482,786	1,471,122	1,500,202	1,547,791	1,816,162
Highway 17 Payments	250,228	330,265	497,552	511,729	411,842
ParaCruz Fares	296,345	304,536	327,498	329,050	327,768
Sales Tax	16,064,503	17,250,072	15,685,172	16,405,582	18,871,648
Federal Transit Administration (FTA)	4,883,799	4,909,385	5,719,483	5,690,364	5,626,562
Transit Development Act (TDA)	5,244,964	5,507,038	6,244,316	6,444,515	6,377,491
State Transit Assistance (STA)	-	-	5,565,844	5,075,779	2,636,432
Misc. Revenue	959,933	1,521,788	982,986	1,207,514	1,593,273
One-Time Revenue	\$ 1,626,052	\$ 2,408,721	\$ 1,076,842	\$ 508,731	\$ 1,677,458
TOTAL Operating Revenue	\$37,552,200	\$40,801,065	\$44,786,254	\$45,128,509	\$46,706,726
Santa Cruz METRO Operating Statistics					
System Information	FY12	FY13	FY14	FY15	FY16
Directional Route Miles	479.3	479.3	479.3	430.59	479
Number of Bus Stops	987	957	935	936	936
Number of Routes	38	34	35	36	35
Total Active Fleet	112	111	109	108	98
Maximum Bus In-Svc	78	80	78	83	82
Total METRO Employees	312	320	329	318	329
Revenue Hour Per Employee	654	674	680	709	687
Local Fixed-Route Performance	FY12	FY13	FY14	FY15	FY16
Ridership	5,034,169	5,179,457	5,145,862	5,274,631	5,164,160
Revenue Hours	180,797	194,512	199,953	201,462	202,112
Revenue Miles	2,376,833	2,561,028	2,639,606	2,642,511	2,650,889
Passengers Per Hour	27.84	26.63	25.74	26.18	25.55
Passengers Per Mile	2.12	2.02	1.95	2.00	1.95
Total Cost Per Passenger	\$5.82	\$6.21	\$6.83	\$6.71	\$7.03
Revenue Per Passenger	\$1.34	\$1.37	\$1.40	\$1.40	\$1.43
Farebox Recovery	23.02%	22.07%	20.45%	20.92%	20.29%
Highway 17 Performance	FY12	FY13	FY14	FY15	FY16
Ridership	339,048	352,824	368,338	379,181	336,809
Revenue Hours	23,200	21,101	23,902	23,893	24,021
Revenue Miles	614,837	610,983	685,566	683,260	686,891
Passengers Per Hour	14.61	16.72	15.41	15.87	14.02
Passengers Per Mile	0.55	0.58	0.54	0.55	0.49
Total Cost Per Passenger	\$10.66	\$9.89	\$11.40	\$11.07	\$14.54
Revenue Per Passenger	\$5.11	\$5.11	\$5.42	\$5.43	\$6.62
Farebox Recovery	47.95% **	51.6% **	47.59% **	49.05% **	37.08%
Fixed-Route Total Performance	FY12	FY13	FY14	FY15	FY16
Ridership	5,373,217	5,532,281	5,514,200	5,653,812	5,500,969
Revenue Hours	203,997	215,613	223,855	225,355	226,135
Revenue Miles	2,991,670	3,172,011	3,325,172	3,325,771	3,337,779
Passengers Per Hour	26.34	25.66	24.63	25.09	24.33
Passengers Per Mile	1.80	1.74	1.66	1.70	1.65
Total Cost Per Passenger	\$ 6.13	\$ 6.45	\$ 7.13	\$ 7.01	\$ 7.49
Revenue Per Passenger	\$ 1.58	\$ 1.61	\$ 1.67	\$ 1.67	\$ 1.74
Farebox Recovery	25.75%	24.96%	23.35%	23.90%	23.28%
Subsidy Per Passenger	\$ 4.55	\$ 4.84	\$ 5.47	\$ 5.33	\$ 5.75
Cost Per Revenue Hour	\$ 161.34	\$ 165.39	\$ 175.74	\$ 175.78	\$ 182.24
ParaCruz Performance	FY12	FY13	FY14	FY15	FY16
Ridership	92,325	90,492	96,868	98,096	85,768
Revenue Hours	46,163	45,678	48,714	48,995	44,918
Revenue Miles	628,247	418,781	481,345	531,250	488,017
Passengers Per Hour	2.00	1.98	1.99	2.00	1.91
Passengers Per Mile	0.15	0.22	0.20	0.18	0.18
Total Cost Per Passenger	\$ 50.25	\$ 56.81	\$ 56.23	\$ 56.23	\$ 64.07
Revenue Per Passenger	\$ 3.21	\$ 3.37	\$ 3.38	\$ 3.35	\$ 3.82
Farebox Recovery	6.39%	5.92%	6.01%	5.97%	5.96%
Subsidy Per Passenger	\$ 47.04	\$ 53.44	\$ 52.85	\$ 52.88	\$ 60.25
Cost Per Revenue Hour	\$ 100.49	\$ 112.54	\$ 111.81	\$ 112.58	\$ 122.33

* Expenses do not include year-end Depreciation, W/C IBNR, GASB 45 OPEB adjustments, or GASB 68 Pension adjustments

** Highway 17 Farebox Recovery including Highway 17 Payments

- *Annual service hours*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Annual service miles*- Please see Transit Fact Sheet, attached
- *# of fixed-route miles*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service mile**- Please see Transit Fact Sheet, attached
- *Average passengers per weekday*
- *Total operating costs in budget*- Please see Transit Fact Sheet, attached
- *Operating cost per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Total operating cost per passenger**- Please see Transit Fact Sheet, attached
- *Average Farebox Revenue per passenger (describe what is included)*- Please see Transit Fact Sheet, attached
- *# of FTE employees (all employees, not just drivers)* Please see Transit Fact Sheet, attached
- *Vehicle Service hours/Employee**- Please see Transit Fact Sheet, attached
- *# of routes*- Please see Transit Fact Sheet, attached
- *Average route length*-
- *Average travel times/rider*
- *# of bus stops*- Please see Transit Fact Sheet, attached
- *# of vehicles in operation*- Please see Transit Fact Sheet, attached
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time*: Please see Transit Fact Sheet, attached
- *Hours of service*: Please see Transit Fact Sheet, attached
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*- Please see Transit Fact Sheet, attached.
METRO will continue to provide transit service that balance the needs of the community in a cost efficient manner, including high ridership corridors, geographic coverage, and equitability.
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

Documentation to Include with your Claim:

All Claims

- A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

- A copy of the operating and capital budgets for the coming fiscal year**
- Description of capital projects**, including time frame over which project will be funded and implemented
- Operating Plan** for current and upcoming activities – can be within project description

Article 4 Transit Claims

- A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- Other Certifications**

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature _____

Title: CEO/General Manager

Date: March 24, 2017

FY 18 TDA/STA Claim
Santa Cruz Metropolitan Transit District

FY 18 & FY19 Operating Budget

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 & FY19 PRELIMINARY OPERATING BUDGET
Consolidated Expenses**

ACCOUNT	Jun-16 BUDGET FY17	Mar-17 BUDGET FY18	% CHANGE BUDG FY17 BUDG FY18	\$ CHANGE BUDG FY17 BUDG FY18	Mar-17 BUDGET FY19	% CHANGE BUDG FY18 BUDG FY19	\$ CHANGE BUDG FY18 BUDG FY19
LABOR							
501011 Bus Operator Pay	8,501,290	8,535,556	0.4%	34,266	8,764,248	2.7%	228,692
501013 Bus Operator OT	1,187,022	1,225,000	3.2%	37,978	1,257,806	2.7%	32,806
501021 Other Salaries	7,716,615	7,694,455	-0.3%	(22,160)	7,825,592	1.7%	131,137
501023 Other OT	443,279	425,010	-4.1%	(18,269)	433,294	1.9%	8,284
Totals	17,848,206	17,880,021	0.2%	31,815	18,280,940	2.2%	400,919
FRINGE BENEFITS							
502011 Medicare/Soc. Sec.	309,888	313,521	1.2%	3,633	319,991	2.1%	6,470
502021 Retirement	4,461,531	4,737,369	6.2%	275,838	5,095,212	7.6%	357,843
502031 Medical Ins	10,165,186	10,445,543	2.8%	280,357	10,910,517	4.5%	464,975
502041 Dental Ins	491,596	501,057	1.9%	9,461	516,089	3.0%	15,032
502045 Vision Ins	120,401	129,454	7.5%	9,053	133,338	3.0%	3,884
502051 Life Ins/AD&D	49,374	44,808	-9.2%	(4,566)	46,082	2.8%	1,274
502060 State Disability Ins (SDI)	200,439	191,122	-4.6%	(9,317)	201,207	5.3%	10,085
502061 Long Term Disability Ins	142,485	148,953	4.5%	6,469	155,659	4.5%	6,706
502071 State Unemployment Ins (SUI)	73,786	55,125	-25.3%	(18,661)	58,389	5.9%	3,264
502081 Worker's Comp Ins	850,000	875,500	3.0%	25,500	901,766	3.0%	26,266
502101 Holiday Pay	602,251	610,721	1.4%	8,470	623,187	2.0%	12,466
502103 Floating Holiday	93,689	93,442	-0.3%	(247)	94,707	1.4%	1,265
502109 Sick Leave	924,456	936,909	1.3%	12,453	956,062	2.0%	19,153
502111 Annual Leave	1,934,900	1,840,795	-4.9%	(94,104)	1,886,394	2.5%	45,598
502121 Other Paid Absence	177,085	179,233	1.2%	2,148	146,059	-18.5%	(33,174)
502251 Phys. Exams	14,110	14,280	1.2%	170	14,280	0.0%	-
502253 Driver Lic Renewal	4,656	4,956	6.4%	300	4,956	0.0%	-
502999 Other Fringe Benefits	58,542	57,315	-2.1%	(1,227)	57,890	1.0%	576
Totals	20,674,374	21,180,103	2.4%	505,729	22,121,787	4.4%	941,683

Attachment A

10-08A.2

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 & FY19 PRELIMINARY OPERATING BUDGET
Consolidated Expenses**

ACCOUNT	Jun-16 BUDGET FY17	Mar-17 BUDGET FY18	% CHANGE BUDG FY17 BUDG FY18	\$ CHANGE BUDG FY17 BUDG FY18	Mar-17 BUDGET FY19	% CHANGE BUDG FY18 BUDG FY19	\$ CHANGE BUDG FY18 BUDG FY19
SERVICES							
503011 Accting/Audit Fees	95,250	95,250	0.0%	-	95,250	0.0%	-
503012 Admin/Bank Fees	372,880	380,500	2.0%	7,620	389,640	2.4%	9,140
503031 Prof/Technical Fees	447,560	803,179	79.5%	355,619	486,100	-39.5%	(317,079)
503032 Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%	-
503033 Legal Services	106,396	350,000	229.0%	243,604	350,000	0.0%	-
503034 Pre-Employment Exams	5,800	6,600	13.8%	800	6,600	0.0%	-
503041 Temp Help	-	-	0.0%	-	-	0.0%	-
503161 Custodial Services	6,468	8,300	28.3%	1,832	8,300	0.0%	-
503162 Uniforms/Laundry	24,280	24,150	-0.5%	(130)	24,150	0.0%	-
503171 Security Services	505,323	515,600	2.0%	10,277	525,600	1.9%	10,000
503221 Classified/Legal Ads	12,200	13,200	8.2%	1,000	13,200	0.0%	-
503222 Legal Ads	-	-	0.0%	-	-	0.0%	-
503225 Graphic Services	5,500	-	-100.0%	(5,500)	-	0.0%	-
503351 Repair - Bldg & Impr	48,590	50,000	2.9%	1,410	50,000	0.0%	-
503352 Repair - Equipment	651,768	622,800	-4.4%	(28,968)	633,100	1.7%	10,300
503353 Repair - Rev Vehicle	652,000	326,500	-49.9%	(325,500)	326,500	0.0%	-
503354 Repair - Non Rev Vehicle	30,000	30,000	0.0%	-	30,000	0.0%	-
503363 Haz Mat Disposal	40,452	48,400	19.6%	7,948	48,400	0.0%	-
Totals	3,105,467	3,375,479	8.7%	270,012	3,087,840	-8.5%	(287,639)
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	90,000	60,000	-33.3%	(30,000)	60,000	0.0%	-
504012 Fuels & Lubricants - Rev Veh	1,798,656	1,800,000	0.1%	1,344	1,800,000	0.0%	-
504021 Tires & Tubes	300,000	300,000	0.0%	-	300,000	0.0%	-
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%	-
504191 Rev Vehicle Parts	621,886	733,500	17.9%	111,614	733,500	0.0%	-
Totals	2,810,542	2,893,500	3.0%	82,958	2,893,500	0.0%	-

Attachment A

10-08A.3

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 & FY19 PRELIMINARY OPERATING BUDGET
Consolidated Expenses**

ACCOUNT	Jun-16 BUDGET FY17	Mar-17 BUDGET FY18	% CHANGE BUDG FY17 BUDG FY18	\$ CHANGE BUDG FY17 BUDG FY18	Mar-17 BUDGET FY19	% CHANGE BUDG FY18 BUDG FY19	\$ CHANGE BUDG FY18 BUDG FY19
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	136	2,500	1738.2%	2,364	2,500	0.0%	-
504211 Postage & Mailing	13,550	12,300	-9.2%	(1,250)	12,300	0.0%	-
504214 Promotional Items	1,400	7,200	414.3%	5,800	7,200	0.0%	-
504215 Printing	50,805	48,850	-3.8%	(1,955)	50,750	3.9%	1,900
504217 Photo Supp/Process	2,500	1,500	-40.0%	(1,000)	1,500	0.0%	-
504311 Office Supplies	71,062	71,800	1.0%	738	69,800	-2.8%	(2,000)
504315 Safety Supplies	16,860	11,320	-32.9%	(5,540)	11,320	0.0%	-
504317 Cleaning Supplies	53,830	48,600	-9.7%	(5,230)	48,600	0.0%	-
504409 Repair/Maint Supplies	114,983	110,500	-3.9%	(4,483)	110,500	0.0%	-
504417 Tenant Repairs	9,000	9,000	0.0%	-	9,000	0.0%	-
504421 Non-Inventory Parts	39,730	58,000	46.0%	18,270	58,000	0.0%	-
504511 Small Tools	7,736	9,500	22.8%	1,764	9,500	0.0%	-
504515 Employee Tool Replacement	2,180	3,000	37.6%	820	3,000	0.0%	-
Totals	383,772	394,070	2.7%	10,298	393,970	0.0%	(100)
UTILITIES							
505011 Gas & Electric	297,000	304,000	2.4%	7,000	304,000	0.0%	-
505021 Water & Garbage	147,240	147,400	0.1%	160	147,400	0.0%	-
505031 Telecommunications	160,434	157,600	-1.8%	(2,834)	157,600	0.0%	-
Totals	604,674	609,000	0.7%	4,326	609,000	0.0%	-
CASUALTY & LIABILITY							
506011 Insurance - Property	61,904	61,737	-0.3%	(167)	62,971	2.0%	1,234
506015 Insurance - PL/PD	314,929	417,144	32.5%	102,215	458,859	10.0%	41,715
506021 Insurance - Other	-	50,000	100.0%	50,000	50,000	0.0%	-
506123 Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%	-
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%	-
Totals	526,833	678,881	28.9%	152,048	721,830	6.3%	42,949

Attachment A

10-08A.4

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 & FY19 PRELIMINARY OPERATING BUDGET**
Consolidated Expenses

ACCOUNT	Jun-16 BUDGET FY17	Mar-17 BUDGET FY18	% CHANGE BUDG FY17 BUDG FY18	\$ CHANGE BUDG FY17 BUDG FY18	Mar-17 BUDGET FY19	% CHANGE BUDG FY18 BUDG FY19	\$ CHANGE BUDG FY18 BUDG FY19
TAXES							
507051 Fuel Tax	14,280	15,000	5.0%	720	15,000	0.0%	-
507201 Licenses & Permits	19,296	20,852	8.1%	1,556	21,140	1.4%	288
507999 Other Taxes	14,400	14,400	0.0%	-	14,400	0.0%	-
Totals	47,976	50,252	4.7%	2,276	50,540	0.6%	288
PURCHASED TRANS.							
503406 Contract/Paratransit	150,000	75,000	-50.0%	(75,000)	75,000	0.0%	-
Totals	150,000	75,000	-50.0%	(75,000)	75,000	0.0%	-
MISC EXPENSE							
509011 Dues/Subscriptions	93,985	80,080	-14.8%	(13,905)	80,080	0.0%	-
509081 Advertising - District Promo	30,500	-	-100.0%	(30,500)	-	0.0%	-
509101 Employee Incentive Program	15,200	19,100	25.7%	3,900	19,100	0.0%	-
509121 Employee Training	71,660	65,073	-9.2%	(6,587)	65,273	0.3%	200
509122 BOD Travel	3,000	8,000	166.7%	5,000	8,000	0.0%	-
509123 Travel	74,935	69,705	-7.0%	(5,230)	67,705	-2.9%	(2,000)
509125 Local Meeting Expense	6,520	10,300	58.0%	3,780	10,300	0.0%	-
509127 Board Director Fees	12,600	12,600	0.0%	-	12,600	0.0%	-
509150 Contributions	-	-	0.0%	-	-	0.0%	-
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%	-
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%	-
Totals	308,400	264,858	-14.1%	(43,542)	263,058	-0.7%	(1,800)
LEASES & RENTALS							
512011 Facility Lease	201,350	208,100	3.4%	6,750	214,800	3.2%	6,700
512061 Equipment Rental	17,394	17,294	-0.6%	(100)	17,294	0.0%	-
Totals	218,744	225,394	3.0%	6,650	232,094	3.0%	6,700
PERSONNEL TOTAL	38,522,581	39,060,125	1.4%	537,543	40,402,727	3.4%	1,342,602
NON-PERSONNEL TOTAL	8,156,408	8,566,434	5.0%	410,026	8,326,832	-2.8%	(239,602)
TOTAL OPERATING EXPENSES	46,678,989	47,626,559	2.0%	947,569	48,729,559	2.3%	1,103,000

Attachment A

10-08A.5

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 & FY19 PRELIMINARY OPERATING BUDGET
Departmental Expenses**

DEPARTMENT	Jun-16 BUDGET FY17	Mar-17 BUDGET FY18	% CHANGE BUDG FY17 BUDG FY18	\$ CHANGE BUDG FY17 BUDG FY18	Mar-17 BUDGET FY19	% CHANGE BUDG FY18 BUDG FY19	\$ CHANGE BUDG FY18 BUDG FY19
1100 Administration	1,237,481	1,387,380	12.1%	149,899	1,303,319	-6.1%	(84,061)
1200 Finance	1,790,079	2,170,226	21.2%	380,147	2,195,074	1.1%	24,848
1300 Customer Service	900,222	1,189,225	32.1%	289,002	1,225,813	3.1%	36,588
1400 Human Resources	688,988	850,822	23.5%	161,834	870,216	2.3%	19,394
1500 Information Technology	1,106,484	1,146,885	3.7%	40,401	1,167,271	1.8%	20,386
Planning, Grants, 1600 Governmental Affaires	831,061	957,330	15.2%	126,269	874,879	-8.6%	(82,451)
1700 District Counsel	619,225	568,280	-8.2%	(50,945)	575,742	1.3%	7,463
1800 Risk Management	973,366	405,842	-58.3%	(567,524)	420,981	3.7%	15,139
1900 Purchasing	894,698	925,219	3.4%	30,521	959,776	3.7%	34,557
2200 Facilities Maintenance	2,801,428	2,786,946	-0.5%	(14,482)	2,842,615	2.0%	55,669
3100 Paratransit Program	5,088,359	4,463,223	-12.3%	(625,136)	4,618,930	3.5%	155,707
3200 Operations	2,076,115	2,649,916	27.6%	573,801	2,740,869	3.4%	90,953
3300 Bus Operators	16,387,910	16,824,957	2.7%	437,047	17,402,524	3.4%	577,568
4100 Fleet Maintenance	8,052,047	7,981,550	-0.9%	(70,497)	8,070,390	1.1%	88,840
5100 Capital Funded Labor	-	-	0.0%	-	-	0.0%	-
9001 Cobra Benefits	-	-	0.0%	-	-	0.0%	-
9005 Retired Employee Benefits	3,231,276	3,318,508	2.7%	87,232	3,460,908	4.3%	142,400
700 SCCIC	250	250	0.0%	-	250	0.0%	-
TOTAL OPERATING EXPENSES	46,678,989	47,626,559	2.0%	947,569	48,729,559	2.3%	1,103,000

Attachment A

10-08A.6

FY 17 TDA/STA Claim
Santa Cruz Metropolitan Transit District

FY18 Capital Budget

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 PRELIMINARY CAPITAL BUDGET
AS OF MARCH 24, 2017**

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED			TOTAL
	FEDERAL FUNDS	SAKATA/LAW SUIT PROCEEDS	PTMISEA (1B)	PTMISEA (1B) + INT-PAC STATION PLACEHOLDER	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	CAPITAL RESTRICTED STA	STA XFRs FROM OPER BUDGET	(ALT) FUEL TAX CREDIT (XFR FROM OPER BUDGET)	CASH RESERVES		
FY17 STA (Xfr 1/5 from Oper. Budget)									\$ 370,000				
FY18 STA (Xfr 2/5 from Oper. Budget)									\$ 789,427				
FY18 STIC (Xfr 2/5 from Oper. Budget)									\$ 884,067				
Estimated Cash Balance on Hand (if applicable)	N/A	\$ 120,000	\$ 390,000	\$ 5,991,793	\$ 1,075,000	N/A	\$ 709,292	\$ 45,000	\$ 370,000	\$ 1,257,342	\$ 16,277	\$ 9,974,704	
Amount Available if not Cash on Hand	\$ 6,246,168					\$ 247,950			\$ 1,673,494	\$ -	\$ -	\$ 8,167,612	
Construction Related Projects													
1 Metrobase Project - Judy K.Souza - Operations Bldg.		\$ 120,000	\$ 390,000	\$ 1,411,247	\$ 445,000							\$ 2,366,247	
2 Transit Security Projects					\$ 630,000							\$ 630,000	
3 Pacific Station/Metro Center - Conceptual Design / MOU	\$ 168,822			\$ 3,576,333					\$ 42,205			\$ 3,787,360	
Subtotal	\$ 168,822	\$ 120,000	\$ 390,000	\$ 4,987,580	\$ 1,075,000	\$ -	\$ -	\$ -	\$ 42,205	\$ -	\$ -	\$ 6,783,607	
IT Projects													
4 HR Software Upgrade (con't.)									\$ 18,000			\$ 18,000	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ -	\$ -	\$ 18,000	
Facilities Repair & Improvements													
5 Repaint Watsonville Transit Center (FTA 5339a FY13)	\$ 63,040							\$ 15,760				\$ 78,800	
6 Reseal, Resurface Parking Lots (FTA 5339a FY13)	\$ 60,000							\$ 15,000				\$ 75,000	
7 Bus Stop & Fac Improve. TBD (FTA 5339a FY15/16)	\$ 73,380											\$ 73,380	
8 Maintenance Bldg. Structural Upgrade									\$ 30,000			\$ 30,000	
9 Admin Bldg. Engineering & Renovations									\$ 20,000			\$ 20,000	
10 Repair Roof at Pacific Station (FTA 5339a FY13)	\$ 12,000							\$ 3,000				\$ 15,000	
11 Relocate Mechanics Sink-Golf Club (FTA 5339a FY14)	\$ 7,638								\$ 1,910			\$ 9,548	
12 Upgrade Exhaust Evac.-Golf Club (FTA 5339a FY14)	\$ 6,400								\$ 1,600			\$ 8,000	
Subtotal	\$ 222,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,760	\$ 68,510	\$ -	\$ -	\$ 309,728	
Revenue Vehicle Replacement & Campaigns													
13 Electric Bus (3) + Infrastructure & Project Mgmt. (FTA 5339c FY16)	\$ 3,810,348			\$ 576,997						\$ 549,167		\$ 4,936,512	
14 Electric Bus (1) - Watsonville ZEB Circulator (FY15/16)				\$ 357,216			\$ 709,292					\$ 1,066,508	
15 Paracruz Van Replacements (12) (FTA 5339a FY15/16)	\$ 816,000											\$ 816,000	
16 CNG Bus (1) - (SCCRTC FY17 STBG)	\$ 500,000			\$ 70,000								\$ 570,000	
17 Paracruz Van Replacements (2 - 2 purch in FY16)						\$ 247,950			\$ 87,786			\$ 335,736	
18 Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	\$ 221,277								\$ 55,319			\$ 276,596	
19 Bus Repaint Campaign (36) (FTA 5339a FY14)	\$ 105,467								\$ 26,367			\$ 131,834	
20 Bus Repaint Campaign (20) (FTA 5339a FY13)	\$ 58,453								\$ 14,613			\$ 73,066	
21 Paratransit Vehicle (1) (FTA 5310 FY15)	\$ 50,400								\$ 12,600			\$ 63,000	
Subtotal	\$ 5,561,945	\$ -	\$ -	\$ 1,004,213	\$ -	\$ 247,950	\$ 709,292	\$ -	\$ 196,685	\$ 549,167	\$ -	\$ 8,269,252	
Non-Revenue Vehicle Replacement													
22 Replace 11 Non-Revenue Vehicles (FTA 5339a FY13)	\$ 171,023								\$ 42,756			\$ 213,779	
23 Replace High Lift Bucket Truck (FTA 5339a FY14)	\$ 75,318								\$ 18,830			\$ 94,148	
24 Propane Fueled Tow Motor (FTA 5339a FY14)	\$ 46,602								\$ 11,651			\$ 58,253	
Subtotal	\$ 292,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,237	\$ -	\$ -	\$ 366,180	
Fleet & Maint Equipment													
25 High Weight Capacity Low Profile Axle Jack	\$ -										\$ 1,277	\$ 1,277	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,277	\$ 1,277	
Office Equipment													
26 None at this time									\$ -	\$ -		\$ -	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Misc.													
27 Ticket Vending Machine-SLV-Installation Costs								\$ 8,000	\$ 9,045			\$ 17,045	
28 Ticket Vending Machine-Cash Devices & Components										\$ 10,750		\$ 10,750	
29 Ticket Vending Machine-Software/Pin Pad Upgrade										\$ 4,250		\$ 4,250	
30 Misc. Emergency Capital Items \$1K to \$5K									\$ 10,000			\$ 10,000	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 19,045	\$ -	\$ 15,000	\$ 42,045	
TOTAL CAPITAL PROJECTS	\$ 6,246,168	\$ 120,000	\$ 390,000	\$ 5,991,793	\$ 1,075,000	\$ 247,950	\$ 709,292	\$ 44,760	\$ 399,682	\$ 549,167	\$ 16,277	\$ 15,790,089	

Attachment B

10-08B.1

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY18 PRELIMINARY CAPITAL BUDGET
AS OF MARCH 24, 2017**

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED			TOTAL
	FEDERAL FUNDS	SAKATA/LAW SUIT PROCEEDS	PTMISEA (1B)	PTMISEA (1B) + INT-PAC STATION PLACEHOLDER	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	CAPITAL RESTRICTED STA	STA XFRs FROM OPER BUDGET)	(ALT) FUEL TAX CREDIT (XFR FROM OPER BUDGET)	CASH RESERVES	
CAPITAL PROGRAM FUNDING												
Federal Sources of Funds:												
Federal Grants (FTA)	\$ 5,746,168											\$ 5,746,168
Surface Transportation Block Grant (STBG)	\$ 500,000											\$ 500,000
Sakata / Lawsuit Proceeds		\$ 120,000										\$ 120,000
State Sources of Funds:												
PTMISEA (1B)			\$ 390,000	\$ 5,991,793								\$ 6,381,793
Cal-OES Prop 1B Transit Security Grant Funds (CTSGP)					\$ 1,075,000							\$ 1,075,000
Statewide Transportation Improvement Program (STIP)						\$ 247,950						\$ 247,950
Low Carbon Transit Operations Program (LCTOP)							\$ 709,292					\$ 709,292
Capital Restricted - State Transit Assistance (STA)								\$ 44,760				\$ 44,760
State Transit Assistance (STA) - (1/5 of FY17 Allocation-Xfr from Oper. Budget)									\$ 399,682			\$ 399,682
Local Sources of Funds:												
(Alternative) Fuel Tax Credit (Xfr from Oper.Budget)										\$ 549,167		\$ 549,167
Operating and Capital Reserve Fund											\$ 16,277	\$ 16,277
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 6,246,168	\$ 120,000	\$ 390,000	\$ 5,991,793	\$ 1,075,000	\$ 247,950	\$ 709,292	\$ 44,760	\$ 399,682	\$ 549,167	\$ 16,277	\$ 15,790,089
Restricted Funds	\$ 6,246,168	\$ 120,000	\$ 390,000	\$ 5,991,793	\$ 1,075,000	\$ 247,950	\$ 709,292	\$ 44,760				\$ 14,824,963
Unrestricted Funds									\$ 399,682	\$ 549,167	\$ 16,277	\$ 965,126
TOTAL CAPITAL FUNDING	\$ 6,246,168	\$ 120,000	\$ 390,000	\$ 5,991,793	\$ 1,075,000	\$ 247,950	\$ 709,292	\$ 44,760	\$ 399,682	\$ 549,167	\$ 16,277	\$ 15,790,089
* Using Toll Credits as the local match for the FTA 5339a (FY15/16) Formula Bus & Bus Facilities Grant = no cash contribution from METRO												

Attachment B

10-08B.2

AB 1113 (Bloom)

State Transit Assistance Program

Fact Sheet

PROBLEM

In 2016, the State Controller's Office implemented new calculation and allocation methodologies for the State Transit Assistance Program (STA), inadvertently altering the way these funds had been allocated for over 40 years.

This modification of the longstanding allocation formula came as a result of ambiguity in the statutes governing the program, particularly with respect to which entities were considered public transit operators.

SOLUTION

AB 1113 amends the statutes governing the STA program to clarify several ambiguities and restore operation of the program to how it was intended to run.

Specifically, the bill:

- Clarifies to which local entities transportation planning agencies may directly allocate STA program funds by more clearly-defining "STA-eligible transit operator"
- Clarifies that only local revenue may be used to calculate revenue shares for STA-eligible transit operators
- Updates administrative policies and procedures to reflect current data

EXISTING LAW

Under existing law, "transit operators" are eligible to receive STA program funds directly from regional transportation agencies. As a result of a reinterpretation of "transit operators" by the State Controller's office, all public agencies and some private, non-profit organizations who have reported financial data to the Controller in the previous year, including those who are not true operators of public transit, are now eligible to directly receive STA

program those funds. This reduced the available funding for true operators of public transit services.

The 2016-17 Budget Act included a temporary fix for the program by requiring the State Controller to use the long-understood methodology through the 2018 fiscal year, until a long-term fix for the program could be developed. This bill provides that long-term solution.

BACKGROUND

The State Transit Assistance Program provides vital funding for public transportation operators. The program allocates funds to regional transportation planning agencies, which then further sub-allocate those funds to individual transit operators.

For most of the program's history, funds have been allocated by a long-standing formula:

- 50% of the funds are allocated to regions based on population (the ratio of the region's population to the state's population)
- 50% of the funds are allocated based on locally-generated revenue (the ratio of the locally-generated revenue of each operator in the region to the locally-generated revenue of all operators in the state)

This formula encouraged transportation agencies to generate their own funds while also ensuring that funds were allocated based on regional population and need.

SUPPORT

California Transit Association (sponsor)

OPPOSITION

Version: 3/8/2017

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Measure D - Public Outreach and Communication Consultant

RECOMMENDATION

RTC staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the Executive Director to negotiate and execute a consultant agreement to perform public outreach and communication activities associated with Measure D with Miller Maxfield, Inc.

BACKGROUND

Measure D, the transportation improvement ballot measure, passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016. The measure provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

It is crucial that the Regional Transportation Commission deliver to the community what is promised in Measure D. An important component of the outreach program is timely communication with the public about transportation projects to be delivered with Measure D funds, when projects can be expected to be completed, and how the funds were used to leverage additional state and federal funds.

While the RTC does not have an in-house graphic, art or marketing department, staff has some skill in these realms and limited graphics software access.

DISCUSSION

The Santa Cruz County Regional Transportation Commission developed a Request for Qualifications for consultant assistance to develop and implement communications on implementation of Measure D funded projects in Santa Cruz County.

Consultant Contract

On April 10, 2017 the RTC issued a request for qualifications (RFQ) to over 70 professional consulting individuals and firms for professional services for Measure D public outreach.

Responses for the Santa Cruz County Public Information Outreach Activities were due April 25, 2017. One response to the RFQ was submitted to perform the work as specified in the request for qualifications from Miller-Maxfield, Inc.

Consultant Proposal Review

The evaluation consisted of reviewing the single response based on the following criteria: Understanding of the work to be accomplished; knowledge of local transportation and related issues including understanding challenges and constraints; qualifications, experience, technical and creative ability of key personnel; cost; and communication of the qualifications. Positives include an exceptional experience with the firm, the depth of their local experience, an outstanding qualifications package submitted, and competitive rates for the services needed.

The scope of work would include tasks organized around the following activities:

1. Create a communications work plan
2. Identify and prioritize key stakeholders by project and geography
3. Develop project specific messages and general talking points
4. **Create a "funded by Measure D" brand and logo**
5. Provide document templates for similar look and feel of online & outreach materials
6. Local and social media relations
7. Assist in the preparation of the Annual Report

In addition, the locally-based firm of Miller-Maxfield has an insightful understanding of local culture and locally successful community engagement techniques. A contract for up to \$40,000 is recommended for Miller-Maxfield over a two-year period (from now to April 2019) to boost effectiveness of local outreach efforts and augment RTC staff activities. The contract would be billed based on hourly rates and materials.

Staff recommends that the RTC authorize the Executive Director to negotiate and execute a consultant agreement with Miller-Maxfield for an amount not to exceed \$40,000 for the period between now and April 2019. Funds for the contract are covered in the current RTC budget from Measure D funds.

SUMMARY

Continuing the momentum from the successful passage of Measure D in November 2016 for transportation improvements is important and requires a range of public outreach activities, materials, presentations and social/media relations. Professional assistance to RTC staff to develop and implement public outreach actions including the Annual Report will help establish a base for future activities. A contract with local firm Miller-Maxfield to provide these services is recommended for an amount not to exceed \$40,000 for a two year period.

Attachment 1:

Resolution for Professional Assistance with Measure D Public Outreach

RESOLUTION NO. 34-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 4, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
EXECUTE A CONTRACT WITH MILLER-MAXFIELD, INC.
TO ASSIST WITH MEASURE D PUBLIC OUTREACH

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

WHEREAS, Measure D is a ½ cent sales tax for 30 years to fund five transportation improvement categories; and,

WHEREAS, the RTC does not have in-house art or marketing department with staff dedicated solely for these endeavors;

WHEREAS, multiple levels of outreach activities will be needed to communicate plans, progress and outcomes to the Community about Measure D; and

WHEREAS, the RTC sent a Request for Qualifications (RFQ) to over 70 firms for professional assistance to develop and implement public outreach activities; and

WHEREAS, the RFQ resulted in submittal of one response by a local firm; and

WHEREAS, the staff at this firm has the expertise and skills required for the work needed including design, marketing and communication and the RTC has a positive experience working with this firm; and

WHEREAS, \$40,000 from Measure D would be used over a two-year timeframe to cover the consultant services billed based on hourly rates and direct costs;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The Executive Director, or his designee, is authorized to negotiate and enter into an agreement for a maximum amount of \$40,000 with consulting firm Miller-Maxfield, Inc. to implement public outreach activities for Measure D;
2. The Executive Director, or his designee, is authorized to enter into amendments to agreements or contracts as needed, as long as they are consistent with other RTC actions or approved budgets.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: RTC Fiscal
RTC Project Manager
Miller-Maxfield, Inc.

TO: Regional Transportation Commission

FROM: George Dondero, Executive Director

RE: Appointments to the **California Association of Councils of Governments (CalCOG) and the Coast Rail Coordinating Council (CRCC)**

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Appoint Commissioner Zach Friend as its delegate to the California Association of Councils of Governments (CalCOG); and
 2. Appoint Commissioner John Leopold as its representative to the Coast Rail Coordinating Council (CRCC)
-

BACKGROUND

The Regional Transportation Commission holds a membership in CalCOG. CalCOG provides public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California's Congressional Delegation and federal officials. The RTC has also appointed a representative to the Coast Rail Coordinating Council (CRCC). The CRCC advocates for increased passenger rail service between Los Angeles and the San Francisco Bay Area and has been successful in securing regular intercity passenger rail service between Los Angeles and San Luis Obispo.

DISCUSSION

California Association of Councils of Governments (CalCOG)

CalCOG delegates are typically appointed annually. CalCOG member agencies elect delegates to serve at CalCOG's annual Regional Leadership Forum and occasional delegates meetings, where CalCOG policies and priorities are discussed and adopted. At these forums, there are presentations and discussions on transportation, legislation, local and regional planning and financing issues. Commissioner Zach Friend has expressed interest in serving as the RTC representative and staff recommends his appointment.

Coast Rail Coordinating Council (CRCC)

The CRCC only meets every 3 months ([Attachment 1](#)). The CRCC is composed of the Caltrans Rail Program, Amtrak and counties along the coast rail corridor between Los Angeles and San Francisco. The CRCC advocates for increased passenger rail service along this route, including the initiation of a new Coast Daylight train which would connect northern and southern California. The RTC has been a member of the CRCC

since it began. Commissioner John Leopold is the current RTC representative and has expressed interest in continuing to serve as the RTC representative on the CRCC Policy Committee. Staff recommends his appointment.

SUMMARY

The RTC is a member of the California Association of Councils of Government (CalCOG) and the Coast Rail Coordinating Council. Commissioners Friend and Leopold have expressed interest in serving as the RTC representatives to these groups and staff recommends that they be appointed.

Attachments:

1. CRCC Meeting Calendar
2. CALCOG – What We Do



Draft Meeting Schedule

Updated 12/19/16 (subject to change)

POLICY MEETING		
Friday, January 13, 2017	Conf. Call (or SLO)	11:00-12:30
TECHNICAL MEETING Friday, February 17, 2017	TBD	10:30-11:30
TECHNICAL MEETING Friday March 10, 2017	Conference Call	10:30-11:30
POLICY MEETING		
Friday, April 7, 2017	Santa Barbara	10:00-12:00
TECHNICAL MEETING Friday, May 19, 2017	Conference Call	10:30-11:30
TECHNICAL MEETING Friday June 16, 2017	Conference Call	10:30-11:30
POLICY MEETING		
Thursday, July 20, 2017	Oakland	10:00-12:00
Tour SMART: Sonoma to Marin Train Service 2pm-4pm		
TECHNICAL MEETING Friday, August 18, 2017	TBD	11:00-1:00
TECHNICAL MEETING Friday, September 15, 2017	TBD	11:00-1:00
POLICY MEETING		
Friday, October 20, 2017	TBD	10:30-11:30
TECHNICAL MEETING Friday, November 17, 2017	Conference Call	10:30-11:30
TECHNICAL MEETING Friday, December 15, 2017	Conference Call	10:30-11:30

Additional meeting(s) may be added subject to need.

1. Most meeting are normally scheduled for the 3rd Friday of the month, if significant conflicts occur, it is rescheduled.
2. Policy meetings occur every 4-5 times per year, Technical Committee meeting are monthly conference calls on the 3rd Friday
3. Meetings will be canceled one month in advance as necessary

H:\2016-17 OWP\6000 Integration of Modes of Transportation 16-17\6200 Rail Service Coordination\CRCC\Mtg schedule August update.docx

Contact: Pete Rodgers 805-781-5712, prodgers@slocog.org

CALCOG

What We Do

We work for and on behalf of regional governments in California. We serve our regional members so that they can better serve their local cities and counties.

We recognize that each region in California is unique. But all can learn from the experience of others. We are dedicated to ensuring the success of our 45 member agencies by facilitating communication and information sharing between our members, local officials, state and federal agencies, involved stakeholders, and the public.

In addition, our work program also includes:

- A consensus-based advocacy program that targets high priority Legislation in which our members have a common interest.
- Facilitate member meetings and conferences designed to share information and encourage peer-to-peer learning.
- Coordinate government-to-government communications between state, regional, and local governments as it relates to implementing policy, including transportation, housing, and climate change.
- Provide general educational information to interested stakeholders, governmental partners, and the public the structure, role, constraints, and opportunities for effective regional governance.
- As the only entity that counts all 18 of the state's Metropolitan Planning Organizations amongst its membership, focus on SB 375 (requiring regions to achieve a greenhouse gas reduction target within their transportation planning process).
- Coordinate transportation policy implementation with Caltrans, the California Transportation Commission, and California State Transportation Agency. California is a leader in devolving authority to make decisions at the regional level. But with that duty comes a responsibility to work with the state to assure that state goals are met.

Regardless of the issue, our members are all public agencies striving to deliver high quality, cost effective services to their own member local governments. But there are commonalities in their organization responsibilities—like public education related to regional roles and responsibilities, effective board governance, staff, and understanding new developments and technologies. CALCOG was founded to facilitate these discussions among members so that all could provide better service to their own constituencies.

**Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE**

**May 2017
Through
August 2017**

**All meetings are subject to cancellation when there are no action items to be considered by
the board or committee**

Please visit our website for meeting agendas and locations

www.sccrtc.org/meetings/

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
5/4/17	Thursday	Regional Transportation Commission	9:00 am	City of Capitola Council Chambers
5/11/17	Thursday	Special Meeting: Budget and Administration/Personnel Committee	3:00 pm	CAO Conference Room
5/18/17	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
5/25/17*	Thursday	Interagency Technical Advisory Committee *Note meeting date 1 week later	1:30 pm	Commission Offices
<hr/>				
6/1/17	Thursday	Public Hearing: Regional Transportation Commission	9:00 am	City of Watsonville Council Chambers
6/5/17*	Monday	Bicycle Advisory Committee *Note meeting date 1 week earlier	6:00 pm	Commission Offices
6/8/17	Thursday	Budget and Administration/Personnel Committee	3:00 pm	CAO Conference Room
6/13/17	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Watsonville Community Room
6/15/17	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
6/15/17	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
<hr/>				
NO MEETINGS IN JULY				
<hr/>				
8/3/17	Thursday	Regional Transportation Commission	9:00 am	City of Scotts Valley Council Chambers
8/14/17	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
8/15/17	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
8/17/17	Thursday	Transportation Policy Workshop	9:00 am	City of Watsonville Council Chambers
8/24/17*	Thursday	Interagency Technical Advisory Committee *Note meeting date 1 week later	1:30 pm	Commission Offices

RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA

Board of Supervisors Chambers/CAO Conference room – 701 Ocean St-5th floor – Santa Cruz, CA

City of Capitola-Council Chambers – 420 Capitola Ave – Capitola, CA

City of Santa Cruz-Council Chambers – 809 Center St – Santa Cruz, CA

City of Scotts Valley-Council Chamber – 1 Civic Center Dr – Scotts Valley, CA

City of Watsonville-Council Chambers/Community Room – 275 Main St – Watsonville, CA

**Correspondence Log
May 4, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/18/16	Letter	I		Don	Lane	SCMTD	Mike	Rotkin	SCMTD	Santa Cruz METRO Responses to the FY2013-2015 Triennial Performance Audit (TPA) Recommendations
03/23/17	Email	I	KP 04/12/17			SCCRTC	Ames	Monahan		Polar Express Application Process
03/24/17	Letter	I		George	Dondero	SCCRTC	Aileen K	Loe	Department of Transportation	Overall Work Program FY 2017-2018 (OWP)
03/28/17	Email	I	CJ 03/30/17			SCCRTC	Chelsea	George		Measure D Update
03/28/17	Email	I	KP 03/30/17			SCCRTC	Paul	Braga		Rail Corridor
03/28/17	Email	I	CJ 03/30/17			SCCRTC	Carey	Pico		Santa Cruz Branch Rail Line
03/29/17	Email	I	CJ 03/30/17			SCCRTC	Lorenzo	Rota		Measure D Update
03/30/17	Letter	O		Tom	Gandesberry	California State Coastal Conservancy	Daniel	Nikuna	SCCRTC	Request for Disbursement Form and Supporting Documents - Segment 5 and 7 of Monterey Bay Sanctuary Scenic Trail (MBSST) Project

Correspondence Log
May 4, 2017

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/31/17	Email	I	CJ 04/05/17			SCCRTC	Julia	Sauer		Keep Davenport Branch Train Tracks
03/31/17	Email	I	CJ 04/04/17			SCCRTC	Bruce	Sawhill		Support for G Dondero Trip to 2017 APTA Rail Conference
03/31/17	Email	I	CJ 04/03/17			SCCRTC	Barry	Scott		Support for G Dondero Trip to 2017 APTA Rail Conference
03/31/17	Email	I	CJ 04/03/17			SCCRTC	Paul	Nolan		Do Not Remove the Tracks
04/01/17	Email	I	CJ 04/05/17			SCCRTC	Jim	McGowan		Branch Line Tracks
04/01/17	Email	I	CJ 04/04/17			SCCRTC	Brian	Peoples		April 6th RTC Input on Agenda Item 17
04/01/17	Email	I	CJ 04/03/17			SCCRTC	Robert	Jones		Rail Line Repairs
04/01/17	Email	I	CJ 04/03/17			SCCRTC	Nicky	Stenton		April 6th RTC Input on Agenda Item 17

Correspondence Log
May 4, 2017

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/01/17	Email	I	CJ 04/03/17			SCCRTC	Susan	Reddington		April 6th RTC Input on Agenda Item 17
04/02/17	Email	I	CJ 04/03/17			SCCRTC	Fay	Levinson		RTC Meeting on April 6
04/03/17	Email	I	CJ 04/04/17			SCCRTC	Judith	Kinst		April 6th RTC Input on Agenda Item 17
04/03/17	Email	I	CJ 04/04/17			SCCRTC	Stephen	Slade	Land Trust of Santa Cruz County	North Coast April 6 Agenda Item
04/03/17	Email	I	CJ 04/04/17			SCCRTC	Dean	Morrow		Iowa Pacific - Rail Corridor Repairs
04/04/17	Email	I	CJ 04/04/17			SCCRTC	David	Lieby		Our Support for the Rail Trail
04/04/17	Email	I	CJ 04/05/17			SCCRTC	Nathan	York		Tourist Trains Are Not A "Public Benefit"
04/04/17	Email	I	CJ 04/05/17			SCCRTC	Howard	Cohen		Public Assistance for Storm Damage Repair to the Santa Cruz Branch Rail Line

**Correspondence Log
May 4, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/05/17	Letter	O		Steve	Jesberg	City of Capitola	Luis	Mendez	SCCRTC	Lease of Santa Cruz Branch Rail Line Premises with assigned Lease Audit No. 194279 for Public Parking Purposes
04/05/17	Letter	O				R.J. Fambrini and Co.	Luis	Mendez	SCCRTC	Lease of Santa Cruz Branch Rail Line premises with assigned Lease Audit No. 194399 for Agricultural Purposes
04/05/17	Email	I	CJ 04/05/17			SCCRTC	Jim	Culbertson		Motorcar Operators West Public Comment "Removal of the Davenport Rail Line"
04/05/17	Email	I	CJ 04/06/17			SCCRTC	Gary	Plomp		Davenport Rail Line
04/05/17	Email	I	CJ 04/06/17			SCCRTC	Cara	Lamb		The Santa Cruz Rail Line
04/05/17	Email	I	RM 04/06/17			SCCRTC	Gail	McNulty		Regional Surface Transportation Program
04/05/17	Email	I	CJ 04/06/17			SCCRTC	Stephen	Dukelow		Rail Removal on the Davenport Corridor
04/06/17	Letter	I		George	Dondero	SCCRTC	Alex	Clifford	SCMTD	Resolution Authorizing Submittal of an Application and Execution of Agreements for Prop 1B California Transit Security Grant Program Funds for Santa Cruz Metropolitan Transit District

Correspondence Log
May 4, 2017

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/06/17	Email	I				SCCRTC	Pamela	Silkwood	Horan Lloyd	Public Assistance for Storm Damage Repair to the Santa Cruz Branch Rail Line
04/06/17	Email	I	CJ 04/06/17			SCCRTC	Josh	Stephens		Rail and Trail
04/07/17	Email	I	SCCRTC 04/10/17			SCCRTC	Dan	Denevan		North Coast Trail Segment
04/08/17	Email	I	AN 04/19/17			SCCRTC	Josh	Stephens		Fiscal Budget
04/09/17	Email	I	SCCRTC 04/10/17			SCCRTC	Robert	Jones		Meeting Highlights
04/12/17	Email	I	CJ 04/13/17			SCCRTC	Pauline	Seales		Climate Change
04/15/17	Email	I	LM 04/18/17			SCCRTC	Jessica	Evans		Preserve Rail Infrastructure
04/16/17	Email	I	Gdy 04/20/17			SCCRTC	Luke	Kammann		Highway 17

Correspondence Log
May 4, 2017

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/18/17	Letter	O				California Natural Resources Agency	George	Dondero	SCCRTC	Support for the City of Santa Cruz's Urban Green Program Application for the Swanton Boulevard Multiuse Path and Urban Greening
04/21/17	Magazine Article	I				SCCRTC	Anonymous			<i>The Economist</i> - April 8, 2017 - Briefing Parking - <i>Sacred Spaces</i>
04/23/17	Email	I	CJ 04/24/17			SCCRTC	ML			Suggestion to the Rail Project Mentioned on Your Website.

S:\Correspondence Logs\data entry spreadsheet-correslog-fy1617\[1705.xlsx]Sheet1



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

April 17, 2017

Scotts Valley City Council
1 Civic Center Drive
Scotts Valley, CA 95066

Re: Intersection Improvements, Item # 2, April 19, 2017 City Council Meeting

Dear City Council Members:

The Bicycle Advisory Committee of the Regional Transportation Commission (RTC) appreciates that bicycle-friendly elements are included in the proposed Mount Hermon Road/Scotts Valley Drive/Whispering Pines Drive intersection improvement plans. Incorporating these, along with pedestrian-friendly elements, will make the intersecting roadways more complete streets – an objective of the RTC and the State. We do note that from a cyclist's (and pedestrian's) safety and comfort perspective, converting the three channelized right turn lanes into close to or actual right angle turn lanes would have been preferable. In the absence of making such a major revision, we do appreciate that City has added bike signing and markings, including such relatively newer elements as sharrows and dashed green lanes in conflict zones. Generally, these are appropriately shown on the plans before you. We do have a few recommended revisions that we have discussed with your staff and recommend that you accept for incorporation into the final plans. These are listed in the attachment.

One new element of the proposed plans is the bike box, as highlighted in your staff report. We thank you for being open to incorporating this newly approved treatment. Instead of cyclists having to cross three lanes of moving traffic in order to make left turns, the bike boxes offer an exclusive means for left-turning cyclists to position themselves during red lights. Some cyclists already make this maneuver at or near the crosswalk – adding bike boxes will delineate a formal location at the intersection for cyclists to use and motorists to stay outside of. Bike boxes are authorized under "Interim Approval for Optional Use of an Intersection Bicycle Box" https://mutcd.fhwa.dot.gov/resources/interim_approval/ia18/index.htm. The proposed intersection plans mostly conform to these requirements. We do offer a few recommended revisions to be in full compliance, again listed in the attachment.

The Bicycle Committee really appreciates that your staff has consulted with us throughout the process of preparing various iterations of the intersection improvement plans. Our recommendations are based on experience, consultation with others, and research into standards and practices. We remain available to, and hope to, continue collaboration. It would be helpful to motorists and cyclists alike for the City to publicize how bike boxes and green lanes work and we stand ready to assist. We can also offer help in collecting data on motorist and cyclist experiences with the bike boxes. This can provide valuable information from what will be the pioneer bike box installation in the County.

In summary, we appreciate that bike-friendly elements have been included in the intersection improvement plans and we hope that you approve them with the attached recommended revisions. The Committee thanks you for your consideration of these comments. Please feel free to contact the RTC's Bicycle Program

Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@scrtc.org, for this and any other committee related matters.

Sincerely,

A handwritten signature in blue ink, appearing to read 'AC', followed by a long horizontal flourish.

Amelia Conlen
Bicycle Advisory Committee Chair

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

Attachment

Attachment

Bicycle Committee Recommended Revisions to the Mount Hermon Road/Scotts Valley Drive/Whispering Pines Drive Intersection Improvement Plans

1. Add sharrows to beginning and middle of westbound Scotts Valley Dr. channelized right turn lane;
2. Continue eastbound Whispering Pines Dr. bike lane across free right turn lane to the intersection, designed with sharrows and green lane treatment similar to northbound Mt. Hermon (this can be accomplished by reducing each of the four 12-foot wide travel lanes there to 11 feet), and remove the sharrow in the right through travel lane;
3. Add "Begin Right Turn Lane, Yield to Bikes" signs;
4. Do not install "Share the Road" signs, instead install "Bikes May Use Full Lane" signs for the three channelized right turn lanes;
5. Add "STOP HERE ON RED" sign at the advance stop line defining the bicycle box with an "EXCEPT BICYCLES" word legend plaque below;
6. Install "NO TURN ON RED" sign on southbound Mount Hermon Rd. approach to the intersection;
7. If the above recommendation to continue the bike lane on Whispering Pines Dr. through to the bike box is not implemented, then delete that bike box (because the guidelines require an at least 50 foot long bike lane approaching a bike box);
8. Cut back or slope up the islands adjacent to the northbound Mt Hermon Rd. and westbound Scotts Valley Dr. bike boxes in order to provide refuges for cyclists waiting to traverse the bike box so they don't block through bicycle travel on a green light;
9. Establish signal sequencing that supports use of the bike boxes -- best would seem to be either left turn arrow turns green first at each leg or both left turn and straight through signal at each leg turn green at the same time; through signals turning green before left turn signals turn green could put cyclists in the bike box at risk;
10. Consider video detection rather than loop detection; if you chose loop detection, procure the best quality product that will detect all types of bicycles.



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

April 17, 2017

Santa Cruz City Planning Commission
809 Center Street
Santa Cruz, CA 95060

RE: 2424 Mission Street Item #3 April 20, 2017 Commission Meeting

Dear Commissioners:

The Bicycle Advisory Committee of the Regional Transportation Commission appreciates that bicycle access is being considered in this proposed hotel project at 2424 Mission Street. However, we request that there be a two-way bike path separated from the parking lot in the rear of the building. This would reduce potential conflicts between motor vehicles, pedestrians, and cyclists and provide a key connection between Grandview/Swift and King Streets. It would allow cyclists riding east on Grandview to access King Street without having to ride on and cross Mission Street twice (at Swift and at King intersections), and provide a safe route for less confident cyclists. If, instead, you accept the plans for bike access to be allowed through the parking lot, then we recommend:

- painting additional sharrows there to alert motorists to the presence of cyclists;
- adding “Except Bicycles” to planned signs that will prohibiting motor vehicles from exiting onto King Street from the parking lot.

In either case, we also recommend installing signs on both Swift and King Streets pointing to the bike route through the property.

We also recommend installation of a bike lane on Mission Street in front of the proposed new hotel. Although the parking lot cut-through will be convenient for cyclists already on Swift or King Streets, many cyclists use Mission Street. The Mission Street Urban Design Plan (MSUDP) on both pages 53 and 72 calls for a bike lane on Mission Street from King Street to the western City limits. Westward from Swift Street, Mission St/Route1 already has a very wide shoulder suitable for cycling. Adding this bike lane between King and Swift Streets, pursuant to the MSUDP, would close this gap. The travel lane next to the sidewalk is already about 13 feet wide. Narrowing it to 11 feet would then only require two more feet of frontage of the subject property for a bike lane. The staff report notes that many Caltrans recommended pedestrian-friendly elements are included in the project. However, Caltrans’ “Main Street, California, A Guide for Improving Community and Transportation Vitality”, 2013, also promotes bicycle-friendly strategies, including bike lanes, for state highways through urban areas (like Mission Street). (http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf).

In conclusion, the Bicycle Advisory Committee is supportive of bicycle access both along Mission Street and behind the proposed new hotel - preferably adjacent to, or if not then through, the parking lot.

The Committee thanks you for your consideration of these comments. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

A handwritten signature in black ink that reads "David Casterson". The signature is written in a cursive, flowing style.

David Casterson
Bicycle Advisory Committee Vice-Chair

cc: Kelly McClendon, Caltrans
Alex Khoury, City of Santa Cruz
Mike Ferry, City of Santa Cruz



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

April 18, 2017

California Natural Resources Agency
Attn: Urban Greening Coordinator
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Dear Urban Greening Grant Selection Committee,

I am writing on behalf of the Bicycle Advisory Committee of the Regional Transportation Commission to express support for the City of Santa Cruz's Urban Greening Program application for the *Swanton Boulevard Multiuse Path and Urban Greening*. The new multiuse path will reduce vehicle miles traveled (VMT) through the creation of a safe, separated route for students, employees, residents, and visitors. The path will connect to over 10 miles of existing or funded multiuse trails to fill a gap in the overall network, leading to even larger VMT reduction benefits.

Additionally, the project will plant 100 new trees along the Swanton Boulevard median as well as native plantings adjacent to the multiuse path. The new trees will sequester carbon, contribute to the City's urban tree canopy goals, and have the added benefit of shading the multiuse path. The path will run adjacent to Natural Bridges State Park, which serves as critical habitat for several native species. Native plantings will increase habitat for native species and reduce and filter storm water runoff in a coastal area that currently has no drainage systems in place.

The Bicycle Advisory Committee advises the Regional Transportation Commission and its member agencies on bicycle related issues. The Committee has a strong commitment to reducing bicycle collisions and providing safe facilities for cyclists of all ages and skill levels. The Swanton Boulevard Multiuse Path project will provide a protected route between the future rail trail and West Cliff Drive, which will reduce the potential for collisions and encourage more biking and walking trips.

I encourage you to support this valuable project. The Swanton Boulevard Multiuse Path and Urban Greening is an important project to reduce VMT in the Santa Cruz community, connect to schools, employment, and community facilities via a safe, connected, active transportation corridor, and to expand tree canopy and native plantings and decrease storm water runoff. The Regional Transportation Commission strongly supports funding for this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

David Casterson
Bicycle Advisory Committee Vice-Chair

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee



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

April 21, 2017

The Honorable Anthony Cannella
12th Senate District
State Capitol, Room 5082
Sacramento, CA 95814

Via email to: Tyler.Munzing@sen.ca.gov

Re: Support for SB 477 (Cannella): Intercity rail corridors: extensions

Dear Senator Cannella:

On behalf of the Santa Cruz County Regional Transportation Commission (SCCRTC), I am writing in support of Senate Bill (SB) 477: Intercity rail corridors: extensions (as amended, March 27, 2017). This bill would authorize the extension of intercity passenger rail service beyond the currently defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan.

Since 1992, the Coast Rail Coordinating Council, a coalition of coastal county transportation and planning agencies, has advocated for increased passenger rail service on the coast line, including possible extension of passenger rail service between San Luis Obispo and San Jose/San Francisco. SB 477 would enable two emerging passenger rail projects planned to serve the Monterey Bay region to be operated by existing joint powers boards. It would allow the Capitol Corridor to extend south of San Jose to Salinas via the Watsonville/Pajaro junction, which will provide an alternative to the highly congested Highway 1, Highway 17, and Highway 101 corridors to access the San Francisco Bay Area and would allow the Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) to extend north of San Luis Obispo, to close a gap in passenger rail service along the California coast.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact me at 831-460-3200.

Sincerely,

George Dondero
Executive Director

cc: Hon. Bill Monning, 17th Senate District
Hon. Anna Caballero, 30th Assembly District
Hon. Mark Stone, 29th Assembly District

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COMMENTS FROM THE PUBLIC

From: Chelsea George
Sent: Tuesday, March 28, 2017 4:37 PM
To: info@sccrtc.org
Subject: Re: Measure D Update

I'm in Bali now, but I just want to say that I support rail, especially light rail system like San Diego's trolley, and also bike routes. And I wish we could put a tax on gasoline to bring the price of the bus back down to 50 cents a ride, \$1.50 a day pass.

From: info@sccrtc.org
Sent: Thursday, March 30, 2017 8:56 AM
To: 'Chelsea George'
Subject: RE: Measure D Update-George,C

Dear Ms. George,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you, Cathy Judd

From: Paul Braga
Sent: Tuesday, March 28, 2017 8:15 PM
To: info@sccrtc.org
Subject: To Cory Caletti

Hi Cory:
I hope you are well. I am writing with my concern on the direction of our transportation plans in SC County. I am at a total loss of why the agenda to have a train run through Santa Cruz County continues to have support. As someone who used to work with you in the environmental planning field, I find this agenda to be out of touch with our county needs. I am not going to rant over email, however you probably sense my viewpoint. Lastly, nearly everyone I come in contact with on this subject thinks the idea of a train with trail does not make sense. We all want a trail only. Perhaps we can catch up over the phone sometime?

Kind Regards, Paul Braga

From: Karena Pushnik
Sent: Thursday, March 30, 2017 2:36 PM
To: Paul Braga
Subject: FW: To Cory Caletti

Hello Paul Braga –
RTC staffer Cory Caletti forwarded your email regarding use of the rail corridor. The 32-mile Santa Cruz Branch Rail Line was purchased to provide public access to an existing transportation corridor in Santa Cruz County using voter-approved (both our Co and CA) Proposition 116 funds to expand the network of rail services throughout

California. It took over a decade to negotiate purchase of the rail corridor, including many public meetings and approvals by your elected board to proceed with acquisition to expand travel options in our space-constrained county and plan for future travel needs. Measure D was approved by over 2/3 of Santa Cruz County voters (83,816!) in Nov 2016. This ½ cent sales tax measure will provide funding for five categories of transportation projects for 30-years. Two of the five funding categories in Measure D are **for projects in the rail corridor: 17% for the "Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)," and 8% the "Rail Corridor" including rail infrastructure maintenance** and an environmental and economic analysis of the rail corridor for possible future transit and other transportation uses.

Currently 13 miles of the bicycle and pedestrian trail projects in the rail corridor are either funded for upcoming implementation or in final design according to the approved award-winning [Monterey Bay Sanctuary Scenic Trail Master Plan](#). The Master Plan was years in the making and also included a multitude of community forums and public approval processes. Projects in final design will be constructed within the next 2 years, with a trail section in the City of Santa Cruz between California St and Natural Bridges to be the first going to construction. Measure D revenue directly fund trail construction and maintenance, and also provide a match for competitive grants. Addressing the voter mandate to conduct environmental and economic analyses of transportation options in the rail corridor, a [Request for Proposals to conduct a Unified Corridors Study](#) has been released. This analysis will look at potential uses of this key transportation corridor, including transit and/or trail, taking into account options to serve future generations. This analysis does not preclude the trail project from moving forward, as is happening now. Please visit the RTC website (www.sccrtc.org) and check out the [Rail and Trail FAQs](#) for more information. **Also, please indicate if you would like to be added to the RTC's rail trail e-news list.**

Thank you for your comments. Karena Pushnik

From: Lorenzo Rota
Sent: Wednesday, March 29, 2017 9:12 AM
To: info@sccrtc.org
Subject: Re: Measure D Update

Dear RTC board:

As a resident of city/county of Santa Cruz, I want to state my opposition to the funding of a passenger rail line on the old railroad tracks. Instead I support that this trail be converted to a multi-use pedestrian and bike trail as soon as possible. My reasons for opposing passenger rail use:

1. Population density is not high enough to support this economically.
2. Electric powered autonomous car services will make a dedicated rail service obsolete.
3. The noise and traffic impact to neighborhoods adjacent to the rail line is unacceptable and will damage property values.

Again, I oppose spending any taxpayer money on a passenger rail service.

Regards, Lorenzo Rota, Santa Cruz, CA

From: info@sccrtc.org
Sent: Thursday, March 30, 2017 9:03 AM
To: 'Lorenzo Rota'
Subject: RE: Measure D Update-Rota,L

Dear Mr. Rota,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you, Cathy Judd

From: Paul Nolan
Sent: Friday, March 31, 2017 11:33 PM
To: info@sccrtc.org
Subject: Do not remove the tracks

Please do not remove the railroad tracks. They are a valuable asset that we must consider using for the future. The perfect opportunity for a commuter rail system lies right before us, so let's use it! -Thanks

From: info@sccrtc.org
Sent: Monday, April 03, 2017 9:49 AM
To: 'Paul Nolan'
Subject: RE: Do not remove the tracks-Nolan,P

Dear Mr. Nolan,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you, Cathy Judd

From: Stephen Dukelow
Sent: Wednesday, April 05, 2017 11:39 PM
To: Luis Mendez
Subject: RTC - Rail Removal on the Davenport Corridor

Good afternoon Mr. Mendez:
Concern has been expressed to me by some of my neighbors that a request was made for removal of rail on the Davenport Corridor. We who live along the track in the Upper Cliff area of Rio Del Mar look forward to the reactivation of the rail line; we feel removal of any rail without eminent replacement may jeopardize that reactivation. Please consider my request for the RTC to disallow any rail removal & follow the program set forth in the approved plan.

Thank you, Steve Dukelow, Aptos

From: info@sccrtc.org
Sent: Thursday, April 06, 2017 8:27 AM
To: 'Steve Dukelow'
Subject: RE: RTC - Rail Removal on the Davenport Corridor-Dukelow,S

Dear Mr. Dukelow,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you, Cathy Judd

From: Josh Stephens
Sent: Saturday, April 08, 2017 12:02 AM
To: info
Subject: Input on Last Meeting

Hello,
Regarding this fiscal year's budget, I agree with Mr. Johnson in regards to questioning the rideshare program part of the budget. The rideshare program seems to be a waste of money when we seem to be dealing with the issue of staffing shortages at the Santa Cruz Metro as well as multiple reports of mechanical failures. Subscribing to their recently introduced text announcements is a great way to measure their shortfalls, and they're far more often than you think. I see nothing but staff shortages and mechanical failures. If the rideshare program can't be measured for performance, those funds need to begin facing cuts and redirect to transportation that can actually help the community. Citing the recent Highway 17 bus routing cut of the schedule that allowed Soquel Park and Ride pickups for commuters, the ridesharing program is clearly failing in the battle of Highway 1 traffic woes. It doesn't have to be a canceled program, but at least cut back on it when our public transportation infrastructure is incapable of providing the promised level of service, even WITH the current cuts. Please explain the justification between increasing Park and Ride availability and funding when there is absolutely no viable option to "Ride", other than the route 71 bus which is not even an express option for commuting, and the niche of additional cars willing to share their empty space on the road.

Josh Stephens, Partner/Promo Manager, Immortal Events

From: Amy Naranjo
Sent: Wednesday, April 19, 2017 9:41 AM
To: Cathy Judd
Cc: Karena Pushnik
Subject: RE: Input on Last Meeting-Stephens,J

Hello Mr. Stephens,
Cruz511 is the umbrella brand under which all transportation demand management (TDM) **programs and traveler information services take place. The focus of the RTC's TDM efforts** with Cruz511 is to deliver traveler information and referral services and market the availability of multi-modal travel options. The program was streamlined to be less staff and resource intensive by delivering services and information online at Cruz511.org.

Cruz511.org is a centralized online resource for multi-modal traveler information featuring a traffic map with real-time information from CHP, Caltrans, County Public Works, and Google Maps. In addition to road conditions, Cruz511 provides options for carpooling and ride-matching, trip planning for all travel modes, park and ride lot coordination, and employer assistance for workplace based commute programs. RTC staff manages the website, coordinates data, travel advisories, and resource materials with local partners, and evaluates web metrics to ensure maximum participation and provide consistency with program goals and objectives.

Between 500 to 1,000 people use Cruz511 every day, especially for morning and evening commute travel information. Usage increases during emergency situations. For instance, during the heavy rain storms in February, Cruz511 had 14k page hits in a single day and more than 65k page visits in one week!

We also recognize that people have different ways they want to use the system. Some want very personalized service with the help of a customer service representative, and others want to use self-serve online options. Cruz511 offers one-on-one travel assistance through our dedicated hotline (429-POOL) for resources such as traffic conditions, carpooling, trip planning, specialized transportation for seniors and people with disabilities, and bicycle route planning. In addition, use of these resources can ebb and flow in response to many conditions, some of which are external (such as the cost of gas, the employment rate, etc).

In response to increasing Park & Ride availability, these facilities offer a convenient and safe location to transfer from a single passenger vehicle or bicycle to a carpool, vanpool, or transit. Ridesharing or using transit saves time and money, while reducing traffic congestion and energy consumption. Cruz511 encourages single occupant vehicle (SOV) commuters to use alternative forms of transportation which subsequently increases the use of Park & Ride lots as meeting places. As of 2016, the most widely used parking lots are located at Pasatiempo, Scotts Valley Transit Center, and Summit Road and demand often exceeds the available number of spaces.

Best regards, Amy Naranjo

From: Pauline Seales

Sent: Wednesday, April 12, 2017 4:12 PM

To: info@sccrtc.org; [Bruce Mcpherson](#); [Randy Johnson](#); [Oscar Rios](#); [Ed Botorff](#); [Tim Gubbins](#); Cynthia Chase; [Greg Caput](#); [John Leopold](#); [Jacques Bertrand](#); [Sandy Brown](#); [Norm Hagen](#)

Subject: Local Transportation

Santa Cruz County Regional Transportation Commission
April 12, 2017

Dear Commission Members,

As a group highly concerned about Climate Change caused by Greenhouse Gas Emissions, I am writing to request that you consider some alternatives. Please send a letter to Caltrans requesting that the Final Environmental Impact Report for Highway 1 include consideration of several alternatives to the highway widening projects that were studied in the Draft EIR. Several transportation options have emerged since 2003 when the environmental review was initiated. These are worthy of consideration in a Final EIR, especially since the Draft EIR reports that highway widening options under study would perform poorly in reducing traffic congestion. The Draft EIR reports that building the TSM Alternative "would result in a very slight improvement in traffic congestion when

compared to the No Build Alternative". We propose that the Regional Transportation Commission's current Unified Corridors Investment Study be included in the highway EIR. The three corridors under study are Soquel Avenue/Drive, the rail corridor, and Highway One. It makes sense to study the benefits of investments in transit on the rail corridor and express buses on Soquel Ave/Dr. before committing funds to widen Highway 1. We are perplexed that your own study of these alternatives would not be included in the Final EIR's consideration of project alternatives. Second, Bus-on-Shoulder (of Highway One) is the subject of current study by the Santa Cruz Metropolitan Transit District (METRO). Bus-on-Shoulder presents an opportunity to offer an alternative to a significant number of commuters and should be considered by the Final EIR. Finally, Transportation Demand Management, or TDM, is a resource that is rapidly growing in use and becoming more sophisticated and effective, as new technologies and strategies emerge and prove their worth. TDM is a very cost effective and participatory way for local and regional agencies to work with travelers to provide real time information to users, and incentivize behavioral changes that reduce congestion and vehicle miles traveled. TDM may be the lowest hanging fruit with the greatest return on investment. These options *that are already under study*: -- transit on the rail corridor, express buses on Soquel Drive, Bus-on-Shoulder, and Transportation Demand Management -- should be considered as alternatives before a Final EIR can be considered legally valid. Moreover, the residents of our County would be best served by a careful analysis of where to spend our limited transportation dollars.

Thank you, Pauline Seales, Santa Cruz Climate Action Network

From: info@sccrtc.org
Sent: Thursday, April 13, 2017 8:20 AM
To: 'paulineseales'
Subject: FW: Local Transportation-Seales,P

Dear Ms. Seales,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you, Cathy Judd

From: Jessica Evans
Sent: Saturday, April 15, 2017 11:40 PM
To: Luis Mendez
Subject: Please Preserve Rail Infrastructure

Dear Mr. Mendez,
My name is Jessica Evans and I live on the lower west side of Santa Cruz, near the intersection of California and Bay, where the railroad tracks descend into the San Lorenzo River Valley at Neary Lagoon. I have lived in Santa Cruz since I started at Cabrillo at the age of 18, then transferred to UCSC. My husband and I purchased a home in Santa Cruz 18 years ago and are raising our children here. We have always lived in or near downtown. We enjoy nature and the country but even more, we enjoy being able to walk and ride our bikes to run errands or go out in the evening, and of course we love to walk and bike along Westcliff Drive. I have been a member of People Power (now Bike Santa Cruz County) since I was a student, and I am passionate about improving bicycle

infrastructure in Santa Cruz. With our beautiful climate we could have a much higher percentage of the population taking advantage of bicycling as a means of transportation if it weren't so terrifying out there: sharing our narrow local roads with cars, trucks and buses. I personally know several people who have been struck by cars while riding their bikes. For this reason I am a strong supporter of the Monterey Scenic Rail Trail. I think it is going to make a huge positive impact on our local quality of life, our local health and fitness, and our appeal as a destination for bicycle tourists. I am saying all of this so that you understand I'm not really so much a railroad person as I am a bike person. However, I believe it would be a shortsighted mistake to remove the rail bed and tracks on the Rail Trail right of way. As our county population continues to grow, especially the population of South County, there will almost certainly come a time when passenger rail service from Santa Cruz to Watsonville and Monterey (and eventually the high-speed line to Los Angeles and San Francisco) will become both economically feasible and an environmental and transportation imperative. If we remove the tracks, ties, and railbed, we would kill that option in the cradle. We would be doing a selfish disservice to the future inhabitants of the county. In the short term, it may not make economic sense to run passenger rail. However in the long term, preserving the option for passenger rail is the right thing to do. The huge investment of money, time, materials, blood, sweat and tears that went into building that rail infrastructure is an irreplaceable gift and a legacy that belongs to our descendants. It would be unconscionable to rip it out and throw it away in a short-sighted pursuit of a wider, prettier bike path. Other motives are more venal, such as property-value concerns or a desire to gain a federal payout from the 'taking' of the right-of-way for a path once it no longer has track on it. The economic concerns of the property-owners along the tracks should not be allowed drive the decision to remove such a critical piece of public infrastructure, no matter how much of a scare they try to whip up about 'outdated dirty diesel trains running through our neighborhoods.' I had the opportunity to live for a month in the Netherlands two summers ago and was amazed at how spacious and green the country is. With 17 million people and a population density of 488 people per km², the Netherlands is the most densely populated country of the European Union and one of the mostly densely populated countries in the world. How is it that the country has so much green space and the the cities feel so comfortable and un-congested? I believe it is because of the incredible bicycle and public transportation infrastructure they have built. Every city is served by trains and buses, and every city has copious bike lanes, usually separated from the car lane by either elevation, barriers, or both. Pedestrian sidewalks run next to the bike lanes and are again differentiated, usually with elevation change or simply a different color paving. All one-way streets have an opposite-direction bike path built in to permit two-way bike travel. Not only that, the cities are also connected by a network of bicycle-and-pedestrian-only roads, called 'fietspad' (cycle path). This means that you can bike to a nearby town on a lovely separate bike road (with a sidewalk next to it) and then take the train back, or take a train anywhere and then rent a bike for the day. Most people who commute own two bicycles: one for going from home to the train station and the other for going from the train station to work. The large train station in Amsterdam has a secured underground parking garage for bicycles, so people can leave their bikes overnight and get them when they step off the train to go to work. People just don't use their cars that much. Bikes and trains make great transportation partners. Especially considering the clean electric train engine that are starting to become more affordable. I don't pretend to know what the future might hold and when or if a passenger rail service may become a reality in Santa Cruz. But I know that if and when the time comes when it is economically viable, at that time it will be an economic necessity. We will be so glad that we didn't throw our rail infrastructure away. I urge you to take the long view and to build the bike path while

preserving all of our transportation options. I urge you to maintain the railbed, tracks and ties on the Santa Cruz Branch Rail Line for the use of the (maybe not-so-distant) future inhabitants of Santa Cruz County.

Respectfully, Jessica Evans, Santa Cruz, CA 95060

From: Luis Mendez
Sent: Tuesday, April 18, 2017 11:41 AM
To: Jessica Evans
Cc: Regional Transportation Commission
Subject: RE: Please Preserve Rail Infrastructure

Dear Ms. Evans,
Thank you for your comments. They will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for more information on the Commission and its activities.

-Luis Pavel Mendez

From: ML
Sent: Sunday, April 23, 2017 5:27 PM
To: info
Subject: Suggestion to the Rail Project Mentioned on Your Website

Good afternoon, SCCRTC:
Being a foreigner who has lived in this county and/or region for two, I have already learnt how much some Santa Cruz dwellers just absolutely hate building new infrastructures. However I do think that most dwellers do agree that the rail tracks should be turned into something more useful than just laying around the urban sprawl rusting. I have fully researched all the information the Internet has to provide regarding this rail track, however it seems that no one have thought of this idea that requires very minor constructions but might turn out to be a good option for the rail tracks: Have you all heard of a mode of transportation called **O-Bahn**? The O-Bahn Busway is a guided busway that is part of the bus rapid transit system servicing the northeastern suburbs of Adelaide, South Australia. The O-Bahn system was conceived by Daimler-Benz to enable buses to avoid traffic congestion by sharing tram tunnels in the German city of Essen. **(Yes, it was from Wikipedia)** It is basically a bus + train thing that could run both on roads and rail tracks. All you really need other than customized buses is just a signaling system (which is really cheap if you use GPS and Internet signaling instead of actually **burying stuff**). **It's cheap and easy to build so it might actually work.** Another option to solve the problem of people loving to drive in their cars is to have some modified flatcars people can just drive their cars onto instead of conventional commuter rail cars. This may require some work in terms of infrastructures, but it might worth it. This type of innovational solution to highway traffic might attract funding from Caltrans or even Silicon Valley enterprises (considering they are literally like 45-50 minutes away, and their employees may just happen to live in SC)/ You can also have 3-door buses loaded onto the trains to give people both the choice of driving and riding. Some bonus facts as a foreigner from the **Old World** where people actually ride buses a lot: the better the services are all connected together (all services, including commercial services, civil services, etc.,) the more people you will get as bus and/or train riders. **Disclaimer:**

I am not a business person trying to sell any products or anything. I am not even at a working age. And about the reason why I, not even being a citizen or permanent dweller of this place, would spend any time on this subject: I just did it just out of pure hobby and passion.

Thank you! Have a good day!

Yours sincerely, ML (← *Yes, not even my real legal name, but I really prefer being referred this way*)



Highway 1 at Anderson Canyon in Monterey County

SPRING 2017

Caltrans District 5



District Director
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

District Director's Report

A quarterly publication for our transportation partners



Highway 9 in Santa Cruz County

Major Storm Damage

Caltrans is working day and night in some locations to address extensive damages resulting from recent heavy rains and winds. Numerous roadways have sustained mudslides and closures, including Highways 1, 17, 35, 9 and 41 in Monterey, Santa Cruz and San Obispo counties.

So far, an estimated \$730 million in storm damages have occurred statewide at more than 300 locations.

Many emergency contracts are under way to open and restore the roadways to the traveling public.



Zero Emission Vehicle Charging Stations

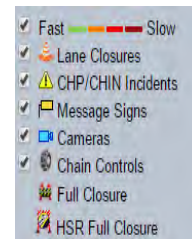
The Governor's 2016 ZEV Action Plan calls for 1.5 million zero emission vehicles on California's roadways by 2025. This supports the state's goal of reducing greenhouse gas emissions 20 percent to 2010 levels by 2020, and 40 percent below 1990 levels by 2030. This includes reducing petroleum use by up to 50 percent in the latter timeframe.

District 5 has identified locations for possible charging stations for zero emission electric vehicles on US 101 at Safety Roadside Rest Areas at Camp Roberts in Monterey County and on SR 46 at Shandon in San Luis Obispo County. Additional stations are needed to accommodate long distance travel in ZEVs, fill service gaps along major state highways and increase workplace charging opportunities statewide.

The action plan's top priorities include the following regarding ZEVs:

- Raising consumer awareness and education.
- Ensuring accessibility to a broad range of Californians.
- Making technologies commercially viable for both medium and heavy-duty vehicles and freight.
- Aiding market growth beyond the state's boundary.

So far, California has an estimated 14,000 electric vehicle charging stations. The state supports providing a network of hydrogen fueling stations statewide. More information: https://www.gov.ca.gov/docs/2016_ZEV_Action_Plan.pdf.



QuickMap Phone App

Smart phone users can now download the free QuickMap app. Special features include real-time information on traffic speed, road closures, California Highway Patrol incidents, chain controls, fire locations, electronic highway sign messages and live traffic cameras. As a reminder, please do not use QuickMap while driving. More information: <http://dot.ca.gov/ca511/trafficMapFaq.html>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubmit/>



Access Management Plan

Caltrans recently completed the *Highway 17 Access Management Plan*, a long-range plan addressing existing and future access along the seven-mile corridor from the Granite Creek Road interchange to the Santa Cruz-Santa Clara county line.

The plan focuses on preserving both the function and operation of the highway corridor and local road network, reducing conflict points and coordinating land use and transportation planning.

Suggested improvements include median barrier management, more efficient entrances and exits, and grade-separated interchanges to fully eliminate left turns across the highway.

Caltrans' partners on this major planning effort included Santa Cruz County Supervisor John Leopold, District 1; Santa Cruz County

Supervisor Bruce McPherson, District 5; Santa Cruz County; Santa Cruz County Regional Transportation Commission; California Highway Patrol; and the City of Scotts Valley. More information at:

http://www.cahwy17amp.org/files/managed/Document/302/Hwy17_Access_Management_Plan.pdf.



Critical Urban/Rural Freight Corridors

Caltrans and its local partners are working to designate US 101 and Highways 46 and 156 as critical urban/rural freight corridors providing critical connectivity to the National

Highway Freight Network. This designation, which must meet specific criteria, is important in securing federal funding for improving system performance and freight mobility efficiency. Currently, Caltrans is facilitating a technical work group for this major planning effort. More information:

<https://ops.fhwa.dot.gov/FREIGHT/infrastructure/nfn/index.htm>.



Final Bicycle Plan Coming Soon

The draft Caltrans 2017 *Toward an Active California State Bicycle and Pedestrian Plan* is out for public review and comment through March 10, 2017.

The plan features policies and actions for Caltrans and its partners to achieve the state's goals to double walking and triple bicycling statewide by 2020. Its main objectives include safety, mobility, preservation and social equity.

It also highlights the best practices around the world where active bicycling networks are thriving. The final plan is scheduled for completion in April 2017. More information: <http://www.cabikepedplan.org/>



Sustainable Grants Produce Capital Projects

Since 2000, Caltrans has awarded multiple sustainable transportation planning grants statewide to numerous regional and local agencies. In District 5, two conceptual planning proposals recently became capital projects funded through Caltrans' Active Transportation Program (ATP).



Monterey Multimodal Mobility Plan

This Community-Based Transportation Planning grant created a multimodal plan for Monterey. Based on the city's *Bicycle Transportation Plan*, the \$36,000 project featured a pedestrian component connecting mixed-use and residential, and visitor-serving areas to popular destinations such as parks, open spaces, visitor attractions, commercial services and schools. It also identified needs for bicycle racks, complete changing stations and safe storage facilities. The city later received a \$495,000 ATP grant (Cycle 2) for its transportation demand management system.



Santa Cruz Complete Streets Plan

This Community-Based Transportation Planning grant project developed the *Santa Cruz City Schools Complete Streets Master Plan*. The \$178,000 project identified barriers to safe, sustainable transportation at 10 city schools. Parents, administrators and students all participated in bicycling and walking audits at each school with staff from Public Works and the non-profit Ecology Action. The plan also included extensive community outreach at each educational facility. The city later received a \$1.4 million ATP grant (Cycle 2) for its *Santa Cruz Citywide Safe Routes to School Crossing Improvement Program*. More information:

<http://www.dot.ca.gov/hq/tp/grants.html> .



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 4, 2017 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 17 Storm Water Mitigation (0Q600)	From slightly north of the fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water mitigation improvements	Fall 2016-Spring 2017	\$7.4 million	SHOPP	Doug Hessing (DP)	Graniterock, Watsonville, CA	Project in winter suspension due to weather. Construction timeline is winter 2017 – summer 2020. Periodic closures expected in the right southbound lane will be confined to the following times and on weekdays only: Labor Day – Memorial Day 8 pm to 7 am / 9 am to 1 pm Memorial Day – Labor Day 8 p.m. to 7 a.m.
2.	Highway 17 Shoulder Widening and Concrete Guardrail (0T980)	Near Scotts Valley south of Sugarloaf Road to slightly south of Laurel Road (PM 8.3-9.4)	Widen shoulder and install concrete guardrail	Spring 2016-Summer 2017	\$6.2 million	SHOPP	Doug Hessing (DP)	Granite Construction, Watsonville, CA	Project in winter suspension due to weather-related emergency projects in the area. Scheduled for completion in early fall 2017.
3.	Highway 129 Curve Realignment (0T540)	East of Watsonville between west of Old Chittenden Road and slightly east of Chittenden underpass (PM 9.5-10.0)	Realign curve	Spring 2016-Spring 2017	\$5 million	SHOPP	Doug Hessing (KB)	Graniterock, Watsonville, CA	Work on the westbound side of the highway is complete. Final work on the eastbound side of the highway is scheduled to be completed in June. This includes a full closure from April 30 to May 5.
4.	Highway 152 Centerline Rumble Strip (1G400)	From the Casserly Road/Carlton Road intersection to the Santa Cruz/Santa Clara County line (PM 3.7-8.3)	Install centerline rumble strip	Fall 2016-Spring 2017	\$9.6 million	SHOPP	Doug Hessing (SG)	Chrisp Company, Fremont, CA	In winter suspension due to temperature requirements for striping. The westbound lane sustained storm damages and is under repair. Scheduled for completion in summer 2017.
5.	Highway 236 Resurfacing (1F340)	From Boulder Creek to Waterman Gap (PM 0.0-16.0)	Resurface the existing roadway	Fall 2016-Summer 2017	\$3.5 million	Maintenance	Kelly McClain (KB)	Graniterock, Watsonville, CA	Work is scheduled to resume in late May or early June.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 4, 2017 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS (CONTINUED)

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6.	Highway 129 Open Grade Overlay and Metal Beam Guardrail Upgrade (1F030)	From just east of Watsonville to School Road (PM 1.8/9.9 & SBt PM 0.0/0.4)	Place open graded friction course and replace, raise, and update the existing metal beam guardrail and end treatments	Summer 2017 - Summer 2018	\$5.5 million	SHOPP	Doug Hessing (TBD)	TBD	Currently advertising for bids. Scheduled to begin construction in summer 2017.

PROJECTS IN DEVELOPMENT

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
7.	Highway 1 Pavement Overlay (1C850)	From North Aptos underpass to Highway 9 (PM 10.2-17.5)	Pavement overlay	2018	\$14.9 million	SHOPP	Luis Duazo	Design	On schedule.
8.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From just south of the fishhook to just south of Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	2019	\$5.8 million	SHOPP	Luis Duazo	PA&ED	On schedule.
9.	Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)	In Castle Rock State Park, 5 miles south of Highway 35 to just south of Highway 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	2018	\$7.7 million	SHOPP	Doug Hessing	PA&ED	Scheduled to advertise for bids in summer 2018.
10.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to slightly north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	2020	TBD	SHOPP	Aaron Henkel	PA&ED	Financial contributions for PA&ED, PS&E, and Right-of-Way only. Local contributions to fund remaining components.

PA&ED: Project Approval & Environmental Document

PS&E: Plans, Specifications, and Estimate

SHOPP: Statewide Highway Operation and Protection Program



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 4, 2017 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (CONTINUED)

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
11.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PA&ED	On schedule.
12.	Highway 129/ Carlton Road Intersection Improvements (1F350)	Near Watsonville from slightly west to slightly east of Carlton Road (PM 3.2-3.5)	Realign Carlton Road and construct a new intersection with left-turn channelization	2018	\$2 million	SHOPP	Doug Hessing	Design	Scheduled to advertise for bids in spring 2018.
13.	Highway 152 Americans with Disabilities Act (ADA) (1E020)	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	Install sidewalks for ADA compliance	2018	\$1.9 million	SHOPP	Luis Duazo	Design	On schedule.

TO: Regional Transportation Commission
FROM: Grace Blakeslee, Transportation Planner
RE: 2017 Unmet Paratransit and Transit Needs

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt the *2017 Unmet Paratransit and Transit Needs* ([Attachment 1](#)), with revisions as appropriate; and,
 2. Consider unmet paratransit and transit needs as funding becomes available.
-

BACKGROUND

¼ percent of the 7½ percent sales tax collected by the State in Santa Cruz County is allocated to the region according to the Transportation Development Act (TDA). TDA statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Although the RTC does not allocate TDA funds to local streets and roads projects, and therefore is not required to perform this analysis, the RTC endeavors to solicit regular input on unmet transit and paratransit needs to provide a useful tool to assess and prioritize needs in the region.

DISCUSSION

Serving as the social services transportation advisory council per TDA statutes, the Elderly and Disabled Transportation Advisory Committee (E&D TAC) regularly hears and considers unmet paratransit and transit needs in Santa Cruz County. Unmet paratransit and transit needs are those transportation needs which are not being met by the current public transit system, have community support, and do not duplicate transit services provided publically or privately.

Attached for the Regional Transportation Commission's consideration is the *2017 Unmet Paratransit and Transit Needs* list ([Attachment 1](#)). The unmet needs are prioritized using high, medium and low rankings, and within each category there are three levels indicating to what extent the needs, if addressed, would advance regional transportation plan goals, with H1 being the top priority. Development of the *2017 Unmet Paratransit and Transit Needs* considers needs identified through a various means including:

- input from the Elderly and Disabled Transportation Advisory Committee (E&D TAC);
- staff of Santa Cruz Metropolitan Transit District, Community Bridges Lift Line serving as the Coordinated Transportation Services Agency, and the Volunteer Center;
- information gathered from project sponsors during development of grants submitted to the Federal Transit Authority 5310 Program; and
- comments submitted by members of the public and partner agencies, RTC staff and RTC commissioners.

The 2017 Unmet Transit Needs List is shown in Attachment 1 with updates since the 2016 Unmet Transit Needs list using underline and strikeout.

Staff recommends that the RTC adopt the 2017 Unmet Paratransit and Transit Needs list, with amendments as appropriate, and consider unmet paratransit and transit needs as funding is available.

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads projects, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. Staff recommends adoption of the *2017 Unmet Paratransit and Transit Needs* with revisions as appropriate.

Attachments:

1. Draft 2017 Unmet Paratransit and Transit Needs

~~Preliminary~~ Draft 2017 Unmet Paratransit and Transit Needs

Prioritization of Need:

H - High priority items are those items that fill a gap or absence of ongoing of service.

M - Medium priority items that supplement existing service.

L - Low priority items should become more specific and then be planned for, as funds are available.

1-3 Graduated scale indicates to what extent the need, if addressed, would: increase the number of individuals who are within a 30 minute transit trip to key destinations; improve safety; support economic vitality by way of decreasing transportation costs; or, improve cost-effectiveness of transportation services.

Strategies:

- Proposals and suggestions to address need, including programs and projects.

General

- H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues and/or bus stops ~~(examples: Capitola Road and side streets, the Antonelli Mobile Manor trailer park, the Skilled Nursing facility at 2990 Soquel Avenue)~~

 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
- H1** -Transportation services to areas with high concentrations of seniors, disabled and low income individuals, particularly in south county. ~~(examples: the San Andreas Farm Labor Camp)~~

 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.
 - Secure funding for taxi voucher programs for senior and low income individuals.

- Provide affordable and desirable housing for seniors and low income individuals within transit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - [Seek volunteer drivers to provide transportation services.](#)
 - [Evaluate on-demand transit services.](#)
3. **H3** - Transportation services for low-income families with children, including transportation for people transitioning from welfare to work.
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - [Reinstate ride to work programs.](#)
 - [Provide youth bus passes to low income households](#)
4. **H3** - Transportation services for caregivers of senior and disabled clients.
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

Paratransit/Specialized Transportation Services

5. **H1**- Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
- Support policies that expand ADA mandated paratransit service area.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
7. **H1** – Access to paratransit services on all holidays.
- Extend existing paratransit services to holidays.

- Support taxi voucher programs.
8. **H2-** Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
 - Secure funding for taxi voucher programs.
 - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
 9. **H2-**Free or low cost paratransit options.
 - Provide funding for programs that provide discounted and free paratransit rides.
 10. **H2 -** Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
 - Establish direct inter-regional fixed route accessible transit service.
 - Provide inter-regional specialized transportation.
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - Support continuous funding for specialized transportation services to out-of-county medical appointments.
 - Establish feeder services to inter-regional accessible transit services.
 11. **H3 -** Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
 - Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.

- Secure funding for taxi voucher programs.
12. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers and senior activity centers
 - Support continuous funding for transportation services to meal sites.
 - Support continuous funding for paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
 - Support transportation services to senior activity centers such as Elderday.
 13. **M2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
 14. **M2** - Volunteer drivers in Santa Cruz County particularly in south-county.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.
 15. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - [Provide vouchers for specialized care trips.](#)
 - [Identify a service provider for gurney trips and assist in procurement of a vehicle for services.](#)
 - [Partner with assisted living and hospice care to provide services.](#)
 - [Publicize availability of services, if available.](#)
 16. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
 17. **M3**- [Specialized transportation services for people living with a mental health diagnosis.](#)
 - [Provide on demand transportation services for people living with a mental health diagnosis.](#)

- [Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.](#)

17.18. **L2** - Specialized transportation for 'same day' non-medical trips.

- Expand taxi voucher program.

18.19. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.

- Identify funding needs for paratransit over a 15-30 year horizon.
- Designated funding source for paratransit service.

Paratransit/Specialized Transportation Capital

19.20. **H2**- ParaCruz operating facilities.

- Acquire and develop permanent operation and maintenance facility for ParaCruz to accommodate increased fleet size and growth in future service.
- Increase funding opportunities for paratransit capital projects.

20.21. **H2** - Consolidated Transportation Services Agency operating facilities.

- Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
- Increase funding opportunities for paratransit capital projects.

21.22. **H2** - Paratransit vehicle replacements.

- Increase funding opportunities for paratransit capital projects

Transit Services

22.23. **H1** – Greater frequency and span of transit service in densely populated areas with [a mix of land uses transit friendly](#) land uses.

- Increase Live Oak Service-Enhance service in Capitola.
- Enhance service on Mission Street.
- [Extend transit service hours later in the evening and early in the morning serving commercial centers of Santa Cruz/Live Oak/Cabrillo/Watsonville.](#)
-

23.24. **M1H3** –More transit service to UCSC.

- Increase weekend and weekday UCSC service.

- ~~• Expand service between UCSC and Westside University activity centers, including Almar Center.~~

~~24.25.~~ **M1H3** - More interregional and cross county transit services.

- Increase Hwy 17 weekend service frequency.
- Provide transit service from Santa Cruz County to Los Gatos.
- Provide direct transit service to San Jose Airport.
- Enhance Monterey County to Santa Cruz County service.

~~25.26.~~ **M1** – Low-cost transit options.

- Support programs that provide transportation services for a reduced or no fee.
- Seek volunteer drivers to provide transportation services.
- Support programs that allow seniors and disabled individuals to ride free during designated time periods.

~~26.27.~~ **M2** – More transit service between primary destinations in Santa Cruz County.

- Provide service between Capitola Mall and Cabrillo.
- Expand transit service to new residential and commercial areas in Watsonville.
- Improve north - south transit connections (ex. Bay/Porter).

~~27.~~ ~~**M2** - Transit service to support evening, night and early morning weekend hours, work schedules.~~

- ~~• Extend transit service hours later in the evening and early in the morning serving commercial centers of Santa Cruz/Live Oak/Cabrillo/Watsonville.~~

28. **M2**- Access to transportation services on all holidays.

- Provide regular Santa Cruz Metro on holidays.
- Support taxi voucher programs.
- Support volunteer transportation services.

29. **M2**- Easier and faster transit trips system wide.

- Enhance connections through increasing the span and frequency of service.

30. **M2**- Faster run times on transit routes.

- Investigate opportunities for transit priority.
- Consider direct services between more locations, reducing need for transfers.

31. **M2** -Intra-community service in Santa Cruz County communities.
 - Develop [San Lorenzo Valley Boulder Creek](#) circular.
 - Develop [Scotts Valley circular](#).
 - [Investigate need for intra-community and neighborhood transit services](#)
32. **L2**- Transit service to major tourists destinations.
 - Provide ~~weekday~~ transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
33. **L2** - Commuter transit service.
 - Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide commute option for transit riders between SLV and Santa Cruz faster.
34. **L3**- Special event services.
 - Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

35. **H2+** – ADA accessible bus stops.
 - ~~Provide Remedial~~ ADA [compliant access at all bus stops.](#)
 - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
 - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop [\(or a technology-based way finding alternative\).](#)
36. **H1** –Maintenance of existing transit facilities.
 - Support funding for maintenance of bus stops, parking lots, transit centers, buildings.
37. **H1** –Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.
 - Support funding for transit capital improvements.
38. **M1H2** - Transit station improvements.
 - Investigate options for [renovation or](#) redevelopment of Santa Cruz Metro Center.
 - Complete Watsonville Transit Center [ImprovementsRenovation](#).
39. **H2** - Faster transit travel times.

- ~~Installation of transponders on all buses for [signal priority](#) ~~Preemptive Signal Control~~ on major corridors improving traffic flow, reducing travel time, and improving on-time performance.~~
- ~~Automatic passenger counters on all buses.~~
- ~~Automatic Vehicle Location (AVL) system to improve scheduling.~~

40. **H3** - New equipment to assist with real-time operations, security, ~~and~~ scheduling ~~and planning~~.

- Automated Vehicle Location/~~Passenger~~ (AVL) System to provide ~~idee~~ better monitoring of on-time performance and more accurate data reporting.
- Automatic Passenger Counting system to make ~~a~~ mandatory reporting more efficient and improve data for service planning.
- Install audio and video surveillance system for all buses

41. **M3** – More multimodal connections to transit.

- ~~Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.~~
- ~~Consider partnerships with ride-hail services for first/last mile connections.~~
- ~~Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.~~

42. **M3** - Wifi expansion on buses.

- ~~Install wifi equipment ~~at~~ on all facilities and on all buses.~~
- ~~Partner with private companies to provide wifi~~

43. **M13**- Automated phone-based trip planning providing Metro route information and or trip planning coordination via telephone and voice activated menu.

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AGENDA: May 4, 2017

TO: Regional Transportation Commission

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 Corridor Tiered Environmental Document - Status Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive information on the status of the Draft Tiered Environmental Document, including the current milestone schedule ([Attachment 1](#)), for the Highway 1 Corridor Investment Program.

BACKGROUND

The Draft Tiered Environmental Document for the Highway 1 Corridor Investment Program was released for public comment on November 4, 2015. The draft environmental document included a program level vision for the long term improvement of Highway 1, between Morrissey Boulevard and San Andreas/Larkin Valley Road (Tier I project), and project level analysis for the construction of auxiliary lanes between 41st Avenue and Soquel Drive and a bike/pedestrian overcrossing at Chanticleer Drive (Tier II project). The RTC conducted a comprehensive outreach effort to notify the public as to the availability of the draft environmental document and technical studies through online social media, RTC's webpage, email messages to interested parties, direct mailers to residents and businesses in proximity of the Tier 2 project area, and a public meeting to highlight the findings of the environmental studies. The public comment period on the draft environmental document was extended to 92 days due to the holiday season and temporary internet access issues, closing on Monday, January 25, 2016.

RTC's FY 2015-2016 budget provided funds carried into the current fiscal year to advance completion of the environmental analysis, including updating technical studies as required to address changes in regulatory guidelines and requirements, respond to the comments received on the draft environmental studies, and to prepare the final environmental document.

DISCUSSION

Caltrans received over 900 comments on the draft environmental document which were reviewed and categorized by topic area and nature of the comment. The project team worked to determine whether responses to comments required clarification of existing technical studies and their presentation in the environmental document, or whether additional technical analysis was needed to properly respond

to issues raised. As part of this work effort the consultant team developed a conceptual response matrix to help the project team to identify where additional analysis would be needed to properly respond to the comments received.

At the same time Caltrans technical staff and legal division reviewed regulatory changes and court rulings that occurred since preparation of the draft tiered environmental document. As a result of both of these efforts Caltrans identified the need to update, reformat or supplement several of the technical studies to ensure that the final environmental document is in compliance with both state and federal requirements: the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

On the basis of this assessment, the consultant team developed cost estimates of the anticipated work scope to update the technical studies, complete the response to comments, and prepare the final environmental document. As a result of this evaluation the RTC allocated \$830,000 in Surface Transportation Block Grant Program (STBG) funds in the *2016 Regional Transportation Improvement Program (RTIP)* approved in September 2016. As part of that action the RTC also amended the FY 2016/2017 budget to program those funds for ongoing consultant services and future year expenses. Consistent with that budgetary action, staff amended the consultant contract in October 2016 by \$355,000 to allow work to continue in updating the technical studies leading to the work to respond to each of the comments received on the draft environmental document.

Technical Studies Work Completed To Date

To date the consultant team has completed work on the following technical studies:

- Addendum to the Natural Environmental Study (NES) to complete a focused study of upland habitat for the Santa Cruz Long-Toed Salamander and surveys for the Least Bell's Vireo and Santa Cruz Tarplant, endangered species potentially within the Tier II environmental project area.
- Conducted spring plant surveys for plant species to prepare a Habitat Conservation Plan for impacts anticipated along the Tier II project segment and to complete the Biological Assessment and initiate consultation with the Federal Fish and Wildlife Agency.
- Addendum to the Visual Impact Assessment to include existing and future visualizations of the completed work on Highway 1 between Soquel Avenue and Morrissey Boulevard.
- Revisions to the Traffic Operations Report (TOR) were initiated with the collection of traffic data on the freeway, ramps and arterials along the Highway 1 Corridor and comparing current results with projected 2016 traffic volumes using AMBAG's current travel demand model. The traffic consultant also compared traffic projections to existing conditions data for purposes of validating the information in the 2012 TOR.
- Initiated work on a newly implemented eight-step process for the identification and reporting of cumulative impacts to identify historic, current, and reasonably foreseeable land use development and growth management

activities within the resource study areas that extend along the Highway 1 corridor throughout the county.

Status of Pending Tasks

The activities described above are at various stages of review and subject to Caltrans' approval or comment for additional work to be conducted or clarification of results. The status of pending tasks includes:

- Revision to the Traffic Operation Report: A memorandum comparing actual traffic performance measures collected and measured in 2016 to those projections from the approved 2012 TOR has been submitted to Caltrans. RTC anticipates direction from Caltrans in early May on the study's findings and portrayal of future year traffic conditions in the final environmental document.
- Pending Technical Studies: Three environmental technical studies require input from the traffic study described above. Upon Caltrans' direction work can begin on the following technical studies:
 - Growth Analysis
 - Air Quality Study Report
 - Noise Study
- Responding to Comments: Approximately 25% of the 900 comments received are dependent on the results of the updated technical studies to properly address and are subject to closer review by Caltrans.
- Pending Determination by Caltrans: Following completion of the remaining technical studies identified above, Caltrans will review the entirety of the technical work and make a determination as to the adequacy of this body of work to advance towards development of a draft final environmental document (DFED).

As part of the final step in preparing the DFED the Project Development Team and the RTC will identify and recommend the preferred alternative for the Tier I and Tier II projects. Caltrans and the Federal Highway Administration (FHWA) will select the preferred alternative as the lead agency for CEQA and NEPA. This action is currently scheduled to take place in August-September 2017.

Work will then begin on the preparation of the DFED which is subject to a review process by Caltrans' staff and various departments, including the legal division, responsible for and supporting the integrity of final environmental document. Only after Caltrans is satisfied with the DFED is the document reviewed by FHWA. This process is scheduled to begin in late October 2017 and take 1 year to complete with Caltrans and FHWA approving the Final Tiered Environmental Document in November 2018. Attachment 1 provides a milestone schedule of significant activities moving forward to completion of the Final Tiered Environmental Document.

In an attempt to meet that schedule and not incur further delays, RTC staff met with Caltrans District Director Tim Gubbins and key staff to review the current

status of the project, identify critical path items, and commit to ongoing status meetings to keep the project on schedule. Completing the current Tier I environmental document is a prerequisite to beginning project development activities on the other auxiliary lane projects included in the Measure D Program (between Park Avenue and Bay/Porter, and State Park Drive and Park Avenue).

The consultant team estimated a budget of \$715,000 in October 2016 to update the technical studies and prepare the final environmental document. The budget was broken down in two phases:

Phase I - complete revisions to technical studies to respond to public comments and changes in regulatory guidelines
Estimated budget = \$355,000

Phase II - prepare the Final Environmental Document and Project Report
Estimated budget = \$360,000

As of the end of March 2017, there is a budget balance of \$300,000 left in the consultant contract. Additional coordination and report preparation efforts have been required to satisfy the requirements of the newly adopted cumulative impact assessment guidelines, updating the growth, traffic studies, and the Natural Environment Study. While a reallocation of budget amounts within work tasks may be required, the consultant claims that the overall budget appears sufficient at this time to complete Phase I activities.

A subsequent contract amendment is anticipated in late summer 2017 timeframe to complete the response to comments and preparation of the Final Tiered Environmental Document and Project Report. Due to the magnitude and complexity of the project, the dynamic nature of the process, and the independent actions of other responsible agencies, there is a good chance that additional funds will be necessary to complete the work and certify the environmental document. Therefore, it may be appropriate to establish a contingency budget; however, the need and size of that contingency will be better understood upon the completion of Phase I activities described above.

Accordingly, **staff recommends that the Regional Transportation Commission (RTC) receive this information on the status of the Draft Tiered Environmental Document, including the current milestone schedule of activities moving ahead (Attachment 1) for the Highway 1 Corridor Investment Program.**

SUMMARY

The Draft Tiered Environment Document for the Highway 1 Corridor was released for public comment in November 2015. Caltrans received over 900 comments by the close of the comment period on January 25, 2016. In review of the comments received, changes in regulations, and court rulings since development of the draft

document, Caltrans determined the need to update, reformat or supplement several of the technical studies to ensure the final environmental document is in compliance with state and federal requirements and court rulings. As a result of this assessment, the RTC allocated \$830,000 in Surface Transportation Block Grant funds as part of the **2016 Regional Transportation Improvement Program (RTIP)** in September 2016. Of that amount, the consultant contract was amended in the amount of \$355,000 to complete revisions to technical studies to comply with current regulatory guidelines and to properly respond to public comments. This work has proceeded and a subsequent contract amendment is anticipated later this summer to complete the Final Tiered Environmental Document. Attachment 1 provides a milestone schedule of significant activities moving forward. While the overall budget appears sufficient at this time there is a good chance that additional funds will be necessary due to the magnitude and complexity of the project, the dynamic nature of the process, and the independent actions of other responsible agencies. However, the need and size of that contingency will be better understood after completion of the current activities to update the technical studies.

Attachment:

1. Milestone Schedule, Highway 1 Corridor Tiered Environmental Document, May 4, 2017

Highway 1 Tiered Environmental Document
Milestone Schedule – Moving Forward
 May 4, 2017

Activity	Start Date	End Date
Technical Addendums Complete <i>Submitted for Caltrans Approval</i>	June 2017	July 2017
Consultant Completes Responses to Comments <i>Caltrans Oversight & Approval</i>	June 2017	August 2017
Identify Preferred Alternative, Tier I and II Projects <i>Project Development Team</i>	August 2017	September 2017
Consultant Prepares Administrative Draft Final Environmental Document	August 2017	October 2017
Caltrans – Internal Review <i>Consultant Updates Draft Document</i>	October 2017	January 2018
Caltrans – Quality Assurance/Quality Control (QA/QC) <i>Consultant Updates Draft Document</i>	January 2018	May 2018
Caltrans Legal Review <i>Consultant Updates Document</i>	May 2018	July 2018
Federal Highway Administration (FHWA) Review <i>Consultant Updates Document</i>	July 2018	October 2018
Caltrans – Certifies Tiered EIR and FHWA – Finding of No Significant Impact	October 2018	November 2018

AGENDA: May 4, 2017

TO: Regional Transportation Commission

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study (UCS) - Draft Goals, Criteria, Performance Measures and Projects for Scenario Analysis

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Review and approve the UCS goals, Step 1 criteria and Step 2 performance measures ([Attachment 1](#)).
 2. Review and approve the projects to be considered in the scenario analysis ([Attachment 2](#)).
 3. Adopt a resolution ([Attachment 3](#)) authorizing the Executive Director to negotiate and enter into an agreement for professional consulting services to perform the scenario analysis and prepare the Unified Corridor Investment Study.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission is developing a Unified Corridor Investment Study for Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line. See project area map in [Attachment 4](#). Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled roadways in Santa Cruz County, are often congested and have safety concerns. Highway 1 serves as an important local, regional and interregional route, connecting communities within and between the City of Santa Cruz and the City of Watsonville and other communities throughout the Monterey Bay. Soquel Avenue/Drive is an important facility for the local network and also often serves as the regional route when Highway 1 is congested. The acquisition of the rail line provides a third transportation facility along this corridor that has unused capacity.

The Unified Corridor Investment Study will identify multimodal transportation investments that optimize usage of these three parallel transportation routes in Santa Cruz County while advancing sustainability goals. A sustainable transportation system requires addressing mobility, maintenance, safety, access, economic vitality, transportation equity, public health and environmental health, including the need to reduce greenhouse gas emissions.

DISCUSSION

The Unified Corridor Investment Study will evaluate transportation investments on these three parallel routes. Goals for the UCS have been developed with a focus on developing a sustainable transportation system that is based on a triple bottom line analysis. Triple bottom line is a process which seeks to maximize benefits in terms of the natural environment, economic vitality and equity. The triple bottom line analysis will build upon the principles established in the 2014 Santa Cruz County Regional Transportation Plan.

A two step scenario analysis will identify a package of transportation projects that will provide the greatest benefit based on the project goals. A two step process will allow a larger set of scenarios to be evaluated. Step 1 will evaluate scenarios based on an initial set of criteria, allowing some scenarios to be eliminated early on. Step 2 will be a more detailed evaluation of the remaining scenarios and result in a recommended preferred scenario using a performance based decision making process.

Goals, Criteria and Performance Measures

RTC engaged the community in a discussion to better understand the community's transportation priorities, projects and preferences as it relates to the three parallel routes. The draft UCS goals, step 1 criteria, and step 2 performance measures reflect input from the public, stakeholders, and RTC advisory committees ([Attachment 1](#)). Over 3,400 participants responded to the survey and over 70 people attended the January 2017 public workshop. Staff solicited input from the RTC advisory committees at their December 2016 meetings. Members of the advisory committees recommended including a method for differentiating a multiuse trail from a dedicated bike trail, including bike miles traveled, adding protected bike lanes on Soquel Ave/Dr, adding the Highway 1 bridge over the San Lorenzo River, including automated vehicle locators for buses, and to analyze seasonal travel. These recent outreach efforts built on prior public engagement activities conducted in 2015 related to the community's transportation priorities for the three UCS routes. "Decreased travel time", and "improved safety" were identified as community transportation priorities in 2015 and continue to be priorities in 2017, with a relative increase in priority for travel time. Other high ranking priorities include "reliable choices", ways to "travel without a car", "moving the most people", and "minimize emissions". A summary of transportation priorities, projects and preferences identified by survey participants and attendees at the public workshop can be found in [Attachment 5](#) and [Attachment 6](#), respectively. The results of the survey and the public workshop provide much information about the preferences of the Santa Cruz County community although the results cannot be assumed to be statistically valid or fully representative of the entire Santa Cruz County population.

Scenarios will be evaluated using a two step process. Step 1 includes a qualitative triple bottom line (environment, economy, equity) analysis that will evaluate alternatives based on community support, coordination or consistency with existing

plans, potential to address transportation challenges, compatibility with regulatory requirements, level of public investment and available right-of-way. Step 2 will involve a more detailed quantitative evaluation of fewer alternatives and would result in a recommended preferred scenario based on ability to address safety and travel time, move the most people, provide transportation choices, transport goods, and other economic, environmental and equity impacts.

RTC staff recommends that the Regional Transportation Commission review and approve the UCS goals, Step 1 criteria and Step 2 performance measures for evaluation of scenarios in the Unified Corridor Investment Study (Attachment 1).

Project Types

The public identified transportation improvements on Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line that would advance their transportation goals. The public also identified preferences for the location and types of transportation projects when given potential alternatives. A draft list of projects to be evaluated in the UCS has been developed based on public input during the Metroquest survey, public workshops (Phase I and II), email and website solicitations, input from stakeholders and RTC Advisory Committees and comments received on related RTC planning efforts (Attachments 5, 6, 7 and 8). **RTC staff recommends that the Regional Transportation Commission review and approve the projects to be considered in the UCS scenario analysis (Attachment 2).** Once the list of projects is identified, projects will be grouped into scenarios and evaluated using the two step scenario analysis.

Consultant Selection

On March 17, 2017, the RTC released a request for proposals (RFP) for consultant services to prepare the Unified Corridor Investment Study for Santa Cruz County. Proposals were due on April 24, 2017. RTC received proposals from four consultant teams.

An evaluation committee comprised of staff from Caltrans, Santa Cruz Metropolitan Transit District and RTC, reviewed the proposals for completeness and content. Based on criteria specified in the RFP and information from the written proposals, interviews, and references, the evaluation committee will recommend the firm that will be the most advantageous to the RTC. At the time of this report, staff is still evaluating proposers and will report on and recommend at the May 4 RTC meeting that the RTC negotiate and execute a contract with the highest ranked consultant team.

Consultant Contract

RTC staff recommends that the Regional Transportation Commission adopt a resolution (Attachment 3) authorizing the Executive Director to negotiate and execute an agreement for consultant services. A replacement resolution

page will be provided that specifies the recommended firm. If negotiations with the highest ranked firm are unsuccessful, the Executive Director is authorized to negotiate and execute a contract with the next highest ranked consultant.

Information about the consultant request for proposals and the scope of work can be found at <http://sccrtc.org/about/opportunities/rfp/>. As shown in the scope of work from the RFP, tasks to be completed by the consultant team include:

- input on draft performance measures, projects to be analyzed and project groupings within scenarios;
- estimated capital, operations and maintenance costs for projects considered in scenario analysis;
- update the 2010 SCC Travel Demand Model to a 2015 base year;
- development of new methodologies for analysis for complete assessment of criteria and performance measures including economic impact and environmental analysis;
- data collection and compilation;
- economic impact and environmental analysis for evaluating scenarios;
- technical analysis of step 1 and step 2 scenario alternatives to identify the group of transportation projects that best achieves corridor goals;
- presentation of scenario analysis results to public, stakeholders, and RTC; and
- development of draft and final project reports.

Next Steps

May 2017: Consultant Notice to Proceed.

June 2017: RTC scheduled to review and approve scenarios to be evaluated.

Fall 2017/Winter 2018: Results of Step 1 scenario analysis brought to RTC, RTC advisory committees, stakeholders, and public.

Fall 2018: Results of Step 2 scenario analysis brought to RTC, RTC advisory committees, stakeholders and public.

Fall 2018 - January 2019: Develop draft project report.

February 2019: Final Unified Corridor Investment Study report and preferred scenario.

SUMMARY

The Unified Corridor Investment Study is underway to identify multimodal transportation investments that optimize usage of three parallel transportation routes in Santa Cruz County (Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line) while advancing sustainability goals. RTC staff recommends that the Regional Transportation Commission review and approve the UCS draft goals, step 1 criteria and step 2 performance measures ([Attachment 1](#)) and projects to be considered in the UCS scenario analysis ([Attachment 2](#)). RTC staff recommends that the Regional Transportation Commission adopt a resolution ([Attachment 3](#))

authorizing the Executive Director to negotiate and enter into an agreement for professional consulting services to perform the scenario analysis and prepare the Unified Corridor Investment Study.

Attachments:

1. Draft goals, Step 1 criteria, and Step 2 performance measures for the Unified Corridor Investment Study
2. Draft Project List for Scenario Analysis
3. Resolution for Consultant Agreement
4. Project Area Map
5. Survey Results Summary
6. Public Workshop Results Summary
7. Public Project Ideas
8. Public Input Via Email

Unified Corridor Investment Study
Highway 1, Soquel Ave/Drive and the Santa Cruz Branch Rail Line
Draft Goals, Criteria and Performance Measures

The goals, criteria and performance measures below support a vision for an integrated, multimodal transportation network based on a triple bottom line approach that maximizes the environmental, economic and equity benefits.

Goal	Step 1 Criteria
Promote feasible solutions that address transportation challenges.	Community support and coordination/consistency with local, regional, state and federal plans
	Potential to address transportation challenges and advance environmental, economic and equity goals
	Compatibility with regulatory requirements
	Level of public investment
	Right of way constraints
Goals	Step 2 Performance Measures
Safer transportation for all modes	Injury and fatal collisions by mode
Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods	Peak period mean automobile travel time
	Peak period mean transit travel time
	Travel time reliability
	Mode share
	Person trips across N-S screenline
Develop a well integrated transportation system that supports economic vitality	Level of public investment
	Visitor tax revenues
	Cost associated with fatalities and injuries
Minimize environmental concerns and reduce adverse health impacts	Automobile vehicle miles traveled
	Environmentally sensitive areas
	Criteria pollutants
	Greenhouse gas emissions
Accessible and equitable transportation system that is responsive to the needs of all users	Transit Vehicle Miles Traveled
	Household transportation costs

Unified Corridor Investment Study

Project List for Scenario Analysis

DRAFT

Highway 1 Projects
buses on shoulders
additional lanes for high occupancy vehicles (HOV) and increased transit frequency
auxiliary lanes to extend merging distance
metering on on-ramps
additional lanes on bridge over San Lorenzo River
Mission St intersection improvements
rail transit
self driving cars
Soquel Ave/Drive
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)
dedicated bus lane for bus rapid transit
parking moved from Soquel Avenue/Drive to improve bike and transit options
increased frequency of transit with express services
buffered/protected bike lanes
intersection improvements for auto
intersection improvements for bikes/pedestrians
Rail Corridor
multiuse trail (bike and pedestrian)
bike trail separate from pedestrian trail
local rail transit with interregional connections
bus rapid transit
freight service on rail
Overall Project Area/Connections between Routes
improved bike/pedestrian facilities throughout urban area closing gaps in network
additional transit connections
bike share, bike amenities, transit amenities, park and ride lots
multimodal transportation hubs
Transportation Demand Management
employers and residences - incentive programs
education and enforcement - electric vehicle, motorist safety, and bike safety

RESOLUTION NO. 35-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 4, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT
FOR CONSULTANT SERVICES TO PREPARE A
UNIFIED CORRIDOR INVESTMENT STUDY FOR SANTA CRUZ COUNTY

WHEREAS, Highway 1 and Soquel Ave/Drive are two of the most heavily traveled roadways in Santa Cruz County, are often congested and have safety concerns; and

WHEREAS, Highway 1 serves as the backbone for the movement of people and goods through the majority of the urban area in Santa Cruz County, providing access to schools, commercial, residential, and recreational destinations; and

WHEREAS, Measure D requires an analysis of the rail corridor and its future potential use to better serve Santa Cruz County residents and visitors. Analysis (including environmental and economic analysis) will be performed to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and

WHEREAS, a unified corridor study is needed to evaluate and prioritize transportation investments in the corridor; and

WHEREAS, the California Department of Transportation (Caltrans) has awarded the Santa Cruz County Regional Transportation Commission (RTC) a Federal Transit Administration (FTA) 5304 Sustainable Communities planning grant to prepare a Unified Corridor Investment Study that identifies through a scenario analysis the projects that will advance the goals of the project; and

WHEREAS, the RTC's approved FY16/17 budget and work program includes funds for consultant services to prepare a Unified Corridor Investment Study for the Highway 1, Soquel Ave/Drive and the Santa Cruz Branch Rail Line;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The Executive Director is authorized to negotiate and enter into an agreement with a consultant for the Unified Corridor Investment Study; and
2. The Executive Director is authorized to negotiate and execute amendments to this agreement provided that the amendments are consistent with the RTC's approved budget and work program.
3. The Executive Director is authorized to negotiate and enter into a contract with the second highest ranked consultant team, in the event that negotiations with the highest rank consultant are unsuccessful.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Zach Friend, Chair

George Dondero, Secretary

Distribution: RTC Fiscal, RTC and Consultant Project Managers

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Attachment 4





Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

Survey Results Summary

- Total survey participants: 3,405
- Time period: January 6, 2017 to March 3, 2017
- Availability: Interactive web-based survey tool supported by MetroQuest <https://sccrtc-ucs.metroquest.com> and distributed in hard copy
- Notices and outreach: newspapers hardcopy and online, news releases and enews, social media, partner agencies
- Purpose: Solicit input on the community's transportation priorities, projects and preferences including outcomes and project types to support development of Unified Corridor Study goals and scenario analysis
- Survey type: Individuals decide whether to access and complete the survey, and it is possible for individuals to complete the survey more than once. Participants were not selected randomly and may not be representative of the entire Santa Cruz County population; therefore, the survey results cannot be assumed to be statistically valid.

❖ **Demographic Characteristics:** Survey participants were invited to provide information about their age, place of residence, car ownership, and employment status. Of total survey participants, 80% provided the following demographic information:

- Age: 65% 50 and older, 28% ages 30-49, 7% 29 and younger
- Place of residence:

City of Santa Cruz	28.95%
Aptos/Sea Cliff/Rio Del Mar	20.92%
Live Oak	10.53%
Capitola/Soquel	10.35%
Watsonville	8.79%
Other parts of Santa Cruz County	7.75%
San Lorenzo Valley	7.56%
Scotts Valley	4.20%
North Coast (e.g. Davenport)	0.69%
UCSC campus	0.25%

- Car ownership: 64% own a car and drive often, 33% own a car and drive it a few days a week or rarely use it, 1% do not own a car, but have access to a car and 2% don't have a license, don't drive or don't have access to a car.



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

- Employment: 52% employed full-time, 27% are retired and 12% employed part time and 9% either a student, unemployed or something else.
- ❖ **Transportation Priorities:** Participants were asked what transportation priorities are most important to them. Of total survey participants, 95% ranked transportation priorities.



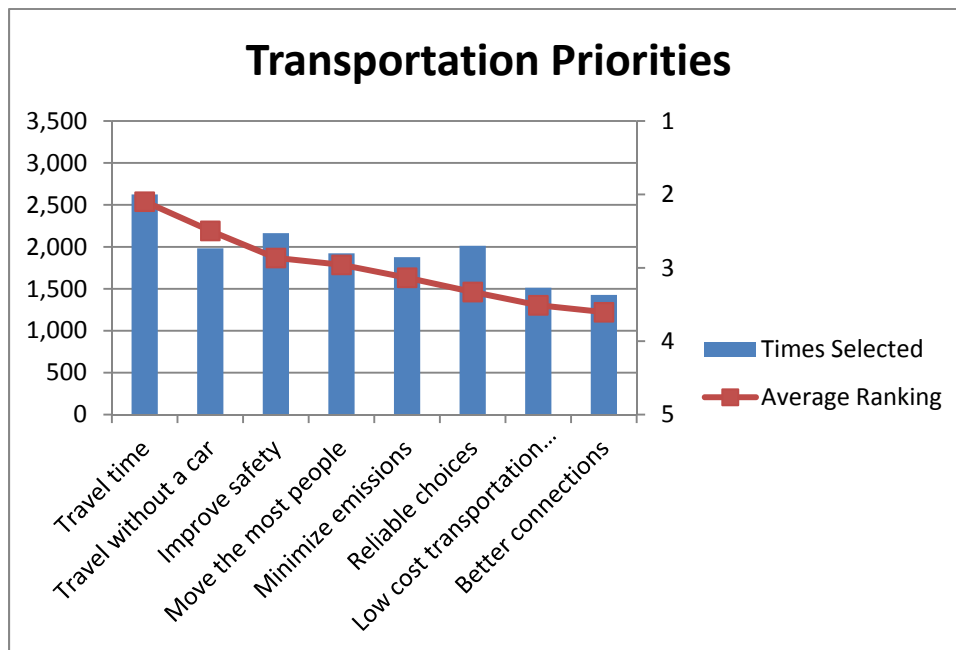
Indicators of the **most important transportation priorities** to the community based on survey responses are: number of times transportation priority was ranked, average ranking of transportation priority and the comments provided.

1. Number of times a transportation priority was selected by survey participants:
 - **Travel time** was the most frequently selected transportation priority, with **78%** of survey participants selecting travel time
 - **Improved safety** was the second most frequently selected transportation priority, with **67%** of survey participants selecting improved safety
 - **Reliable choices** was the third most frequently selected transportation priority with **62%** of survey participants selecting reliable choices
2. Average ranking of a transportation priority (on a scale of 1-5 with 1 being the most important):
 - **Travel time** was most highly ranked transportation priority, with an average ranking of **2.1**



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

- **Travel without a car** was the second most highly ranked transportation priority, with an average ranking of **2.5**
- **Improved safety** was the third most highly ranked transportation priority, with an average ranking of **2.9**

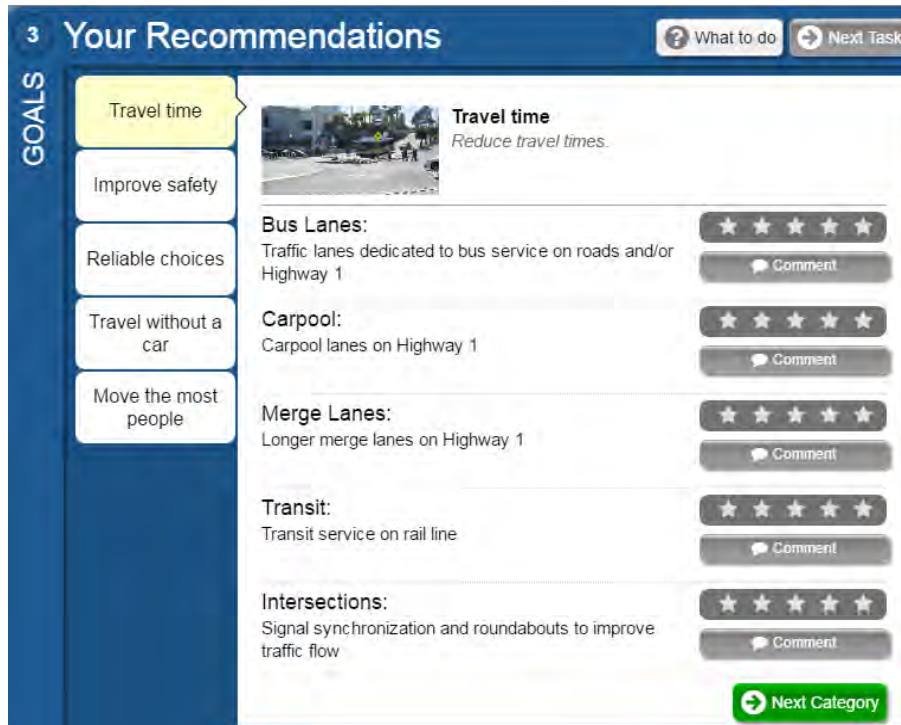


3. **Comments:** 297 comments were submitted by 280 survey participants regarding transportation priorities. Comments can be categorized as:
- reemphasizing the importance of transportation priorities identified in the survey
 - identifying a new priority not listed in the survey including equitable distribution of impacts, enforcement and education, travel with car, protect neighborhoods, and improve health
 - providing input on a project type or service



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

- ❖ **Transportation Project Types:** Participants were asked to identify how important each transportation service is in addressing their priorities. Of total survey participants, 91% rated transportation project types.



Indicators of the **most important transportation project types** to the community based on survey responses are: number of times the project type was rated 5 stars across all priorities; the number of times the project was rated 1 star across all priorities; the highest and lowest rated project type for each priority; and the average rating for each project type across all priorities. Five stars is the highest rating for project types and 1 star is the lowest rating.

1. Number of times the project type was ranked 5 stars, the highest rating, across all priorities:
 - **Bike and walk facilities** was the project type most frequently rated 5 stars (3,500 times)
 - **Transit along the rail line** was the second most frequently rated project type with 5 stars (2,533 times)
2. Number of times the project was rated 1 star, the lowest rating, across all priorities:



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

- **Transit along the rail line** was the project type most frequently rated 1 star or less (1,603 times)
- **Traffic lanes dedicated to bus on roadways or highway 1** was the second most frequently rated project type with 1 star or less (1,037 times)

3. Project type rating by priority:

Priority	Project Type with Highest Rating	Rating	Project Type with Lowest Rating	Rating
Travel Time	Intersection Improvements	4.2	Dedicated Bus Lanes	2.6
Travel without a Car	Bike and Walk Facilities	4.5	Transit on Rail Line	3.5
Improve Safety	Buffered Bike Lanes	4.1	Merge Lanes	3.4
Move the Most People	Bike and Walk Facilities	3.8	Dedicated Bus Lanes	2.8
Minimize Emissions	Bike and Walk Facilities	4.3	Rail Freight	3.2
Reliable Choices	Traveler Information	3.6	Bus Priority	2.9
Low Cost Options	Bike and Walk Facilities	4.2	Reduced cost Transit Fares	3.5
Better Connections	Park and Ride	3.9	Bike Stations	2.8

4. Average rating of project type across all priorities:

Project	Scoring across all priorities	Project	Scoring across all priorities
Bike and Walk	4.2	Bus	3.5
Bike lanes	4.1	Bike Parking	3.5
Multiuse path	4.0	Transit Fares	3.5
Intersection Improvements - traffic flow	4.2	Merge Lanes	3.5
Park and Ride	3.9	Transit on Rail Line	3.4
Access to More Transit	3.7	Rail	3.2
Sidewalk Crosswalks	3.7	Incident Management	3.2
Intersection Improvements - safety	3.7	Carpool	3.1
Demand Management	3.7	Bus Priority	2.9
Travel Information	3.6	Bike Stations	2.8
Electric Vehicles	3.6	Bus Lanes	2.7
Bus Stops	3.5		



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

5. Comments: 3,178 comments were submitted regarding transportation project types by 780 participants. Comments can be categorized as:

- reemphasizing the importance of project types already identified in the survey
- proposing projects types not included in the survey including: rail transit on Highway 1, self driving cars, education and enforcement, multimodal transportation hubs, adding general purpose lanes to Hwy 1, on demand transit, adding a commuter through lane to Hwy 1, converting a general purpose lane to HOV, adding a toll lane during peak periods, bike signal priority, auto connections between Capitola Rd and Bay Ave and between Broadway and Brommer, reducing the number of highway ramps, adding more off ramps, rail only on rail corridor, personal rapid transit, neighborhood bus services, smaller transit buses/vans, add lanes to Capitola Rd, remove 4 way stops, electric bicycle and vehicle infrastructure and education

❖ **Transportation Preferences:** Participants were asked to identify which alternative they prefer. Of total survey participants, 91% rated transportation project types.

4 Your Preferences

TRADE OFFS

Safety Roadway Design Transit Travel Lanes Bicycling

Safety

Choose the option that best shows which tradeoff you prefer

Faster travel speeds for automobiles

1 2 Neutral 4 5

Fewer serious collisions

Daily Herald

Beltime.gov

Previous Optional Comment Next Tradeoff

Three indicators of **transportation preferences** that are most important to the community based on survey responses are: where the middle toggle (“neutral”)

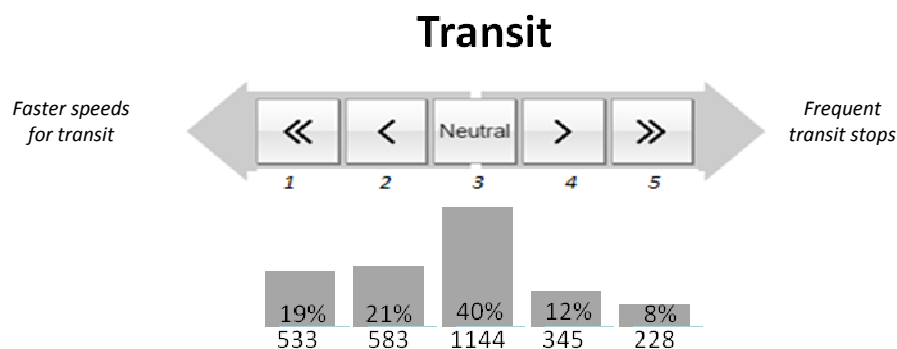


Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

was the most frequently selected preference; where both of the end toggles (“1” and “5”) were the most frequently selected; and, where one of the end toggles (“1” or “5”) were the most frequently selected.

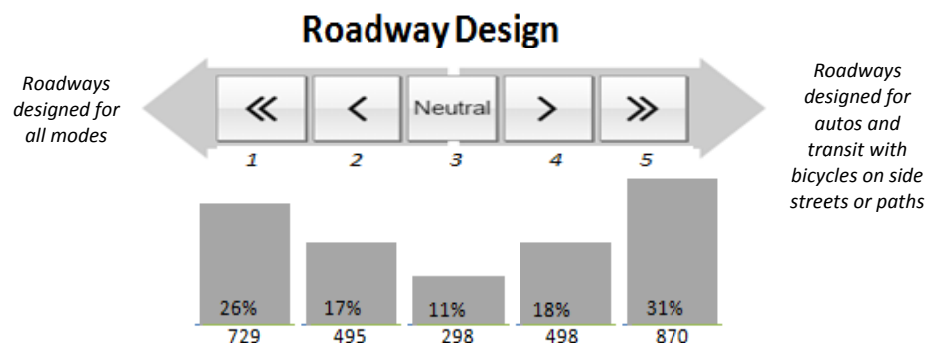
1. The middle toggle (“neutral” or “3”) was most frequently selected, indicating that the tradeoffs should be balanced for :

- **transit service**, with 40% of participants selecting the middle toggle (“neutral” or “3”) for *faster transit service and frequent transit stops*.



2. Both end toggles (“1” and “5”) were the most frequently selected, indicating that members of the community had different preferences for:

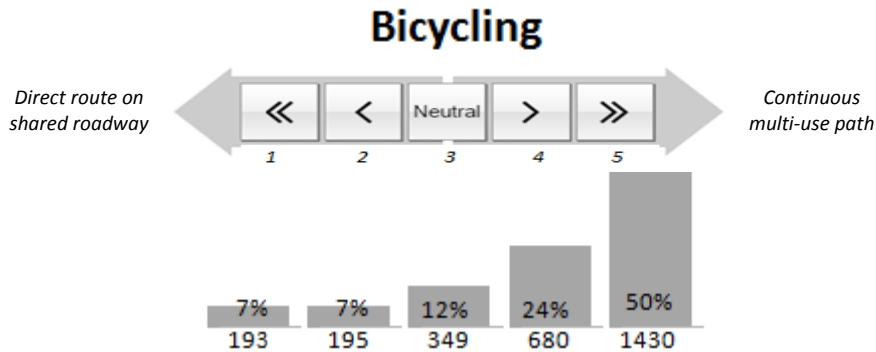
- **roadway design**, with 26% selecting the end toggle “1” indicating *roadways designed for all modes* and 31% selecting the end toggle “5” indicating *roadways designed for autos and transit with bicycles on side streets or paths*. The remaining 43% distributed relatively evenly on toggles “2,3,4” between these preferences.



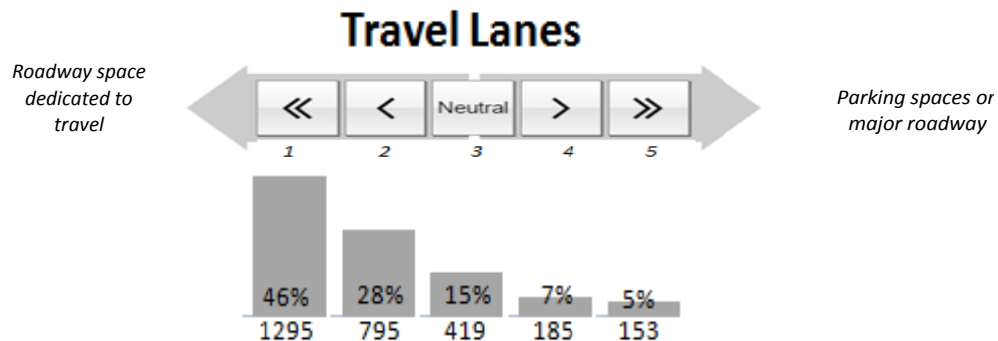


Santa Cruz County Unified Corridors Investment Study Survey January – March 2017

3. Responses where one side of the scale (“1,2” or “4,5”) was most frequently selected indicating a community preference for one alternative) for:
- **Bicycling**, with 74% of participants selecting “4 or 5” for *bicycling longer distance on a continuous multi-use path* when presented with the alternative of *a direct route on a shared roadway*



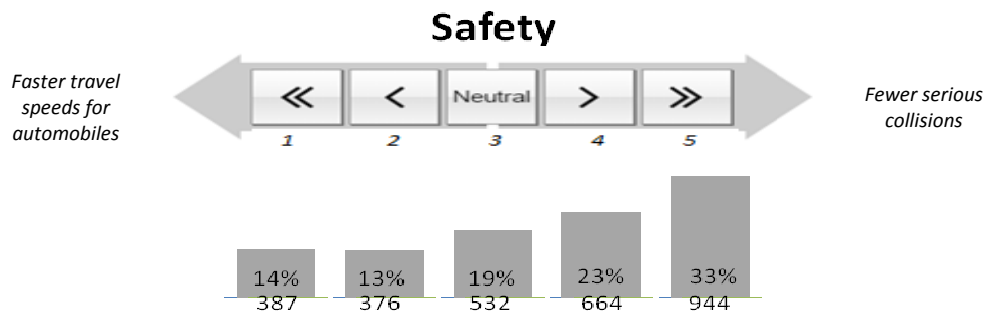
- **Travel lanes**, with 74% of participants selecting “1,2” for *roadway space dedicated to travel* when presented with the alternative of providing *parking spaces on major roadway*



- **Safety**, with 56% of participants selecting “4,5” for *fewer serious collisions* when presented with the alternative of *faster travel speeds for automobiles*



Santa Cruz County Unified Corridors Investment Study Survey January – March 2017



Comments: 662 comments were submitted by 334 participants regarding transportation preferences. Comments can be categorized as:

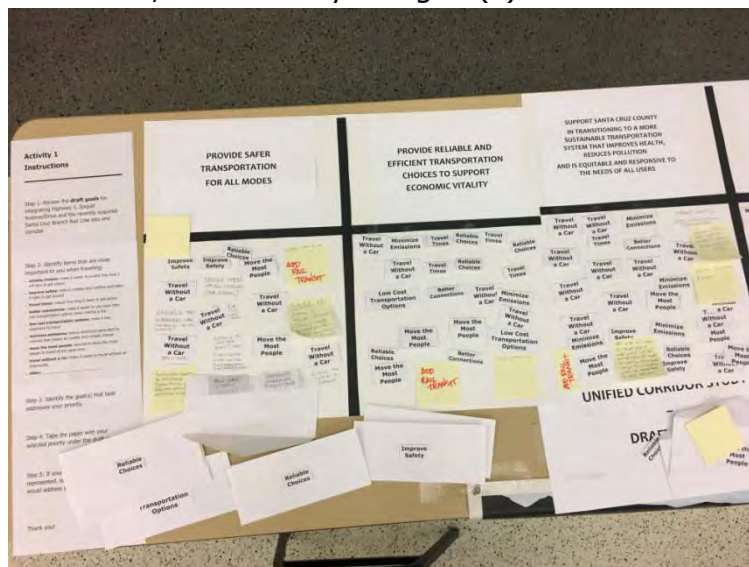
- reemphasizing the importance of one or the need to balance preferences
- reflecting alternative preferences such as stating that routes should be designed for: biking and walking; walking and taking transit; buses only, cars only, and that bicycle facilities should be provided on all streets, and the need to reduce congestion
- communicating the need for context sensitive designs with references to: the relationship between the speed of automobiles and the design of bicycle facilities (i.e sharrows, bike lanes), the importance of parking (i.e available alternative parking options, shared parking, parking behind stores), proximity to businesses and other land uses, inclusion of or removal of bicycle facilities, impacts on neighborhoods, moving bicycling and pedestrian facilities to side streets) and transit services (i.e. transit stops, faster service and on time performance)
- reemphasizing specific projects types: transportation by train, bus only lanes, multi-modal hubs, including transit, and multi-use paths
- proposing project types not listed in the survey such as: reversible commuter lane on Highway 1, widening Highway 1, autonomous vehicle lanes, neighborhood transit services, streets closed to automobiles, back in parking, parking garages, parking behind stores, bus pullouts, direct transit services to senior living facilities, smaller transit vehicles, on demand traffic services such as Uber and Lyft, bike racks on buses, bus travel only on highways, personal rapid transit
- proposing to not consider project types including bus service, bus only lanes, or projects that involve removing parking on major roadways, train services on the rail corridor, or cycle tracks
- suggesting the role of intersection improvements in improving safety
- stating the value of education and enforcement of traffic laws
- appreciation and concern with survey design and functionality



Santa Cruz County Unified Corridors Investment Study Public Workshop January 2017

Workshop Results Summary

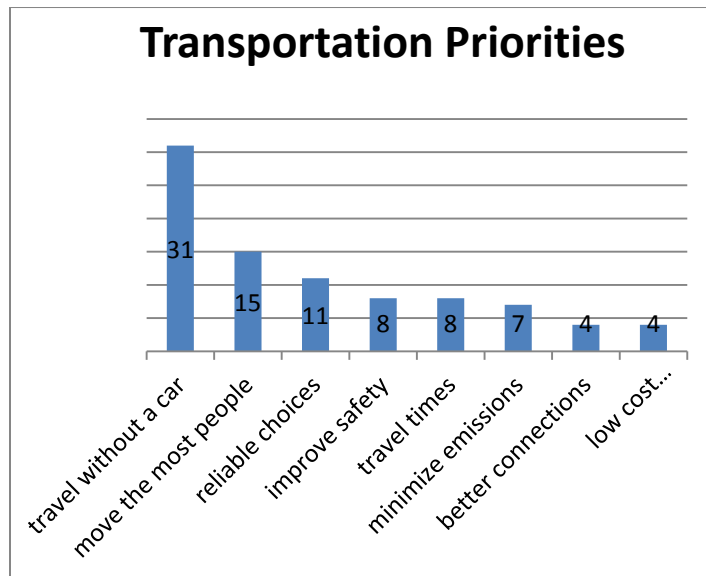
- Total workshop participants: 71 individuals signed-in to the workshop
 - Date: January 12, 2017
 - Location: Simpkins Swim Center
 - Notices and outreach: newspapers - hardcopy and online, news releases and enews, social media, partner agencies
 - Purpose: Solicit input on the draft goals for the Unified Corridor Study, the community's transportation priorities, and projects types and transportation needs on Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line to support development of Unified Corridor Study goals and scenario analysis
- ❖ **Transportation Priorities:** Participants were asked to review the draft goals for the Unified Corridor Study, identify what transportation priorities are most important to them, and identify the goal(s) that best addresses their priority.



1. The number of times a transportation priority was identified by public workshop participants was an indicator of the **most important transportation priorities**.



Santa Cruz County
Unified Corridors Investment Study
Public Workshop January 2017



2. Public workshop participants were invited to identify additional goals and priorities for the Unified Corridor Study. Additional goals identified by public workshop participants included addressing the cost and feasibility of transportation improvements and the health and environmental impacts. Additional priorities identified by public workshop participants focused on project types and included: transit options, new bicycle connections, separated bicycle and pedestrian facility on rail line next to rail transit, separated bicycle and pedestrian facility on rail line without rail transit, connections for electric vehicles, and road surface improvements.

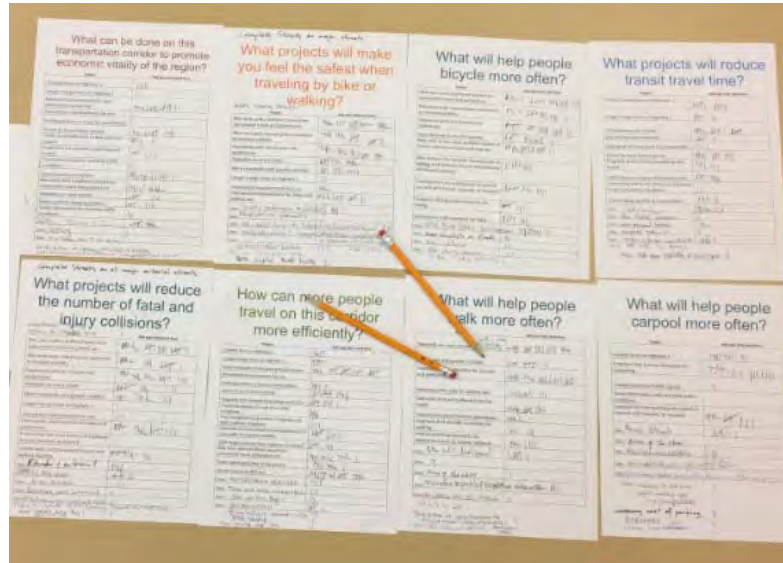
❖ **Transportation Project Types:** Participants were asked to identify projects most beneficial for accomplishing the project objective listed and add other ideas, as appropriate. The questions that were asked at the workshop are listed below.

- What projects will make you feel the safest when traveling by bike or walking?
- What projects will reduce the number of fatal and injury collisions?
- What projects will reduce auto travel time?
- What projects will reduce transit travel time?
- What will help people ride transit more often?
- What will help people bicycle more often?
- What will help people walk more often?
- What will help people carpool more often?



Santa Cruz County Unified Corridors Investment Study Public Workshop January 2017

- How can more people travel on this corridor more efficiently?
- What projects will bring about the greatest reduction in pollutants including greenhouse gas?
- How can travel without a car be made easier?
- What can be done on this transportation corridor to promote economic vitality of the region?



1. The number of times a transportation project was identified by public workshop participants across all transportation priorities was an indicator of the **most important transportation project types**. The most frequently selected project types across all priorities included:
 - Bike lanes with a buffered space from automobile travel and parked cars
 - Bicycle lanes with colored green pavement to increase visibility
 - Separated path for bicycles and pedestrians on rail line
 - Separated multiuse path for bicycles and pedestrians
 - Transit service on rail line
 - Access to more transit service
 - Decreasing travel time for transit
 - Sidewalks on most streets
 - Sidewalks that are buffered from the roads
 - Intersection improvements for bikes and pedestrians
 - More crosswalks with greater visibility
 - Programs that provide incentives for carpooling
 - Locations for cars and bicycles to park to connect with transit
 - Enforcement and education

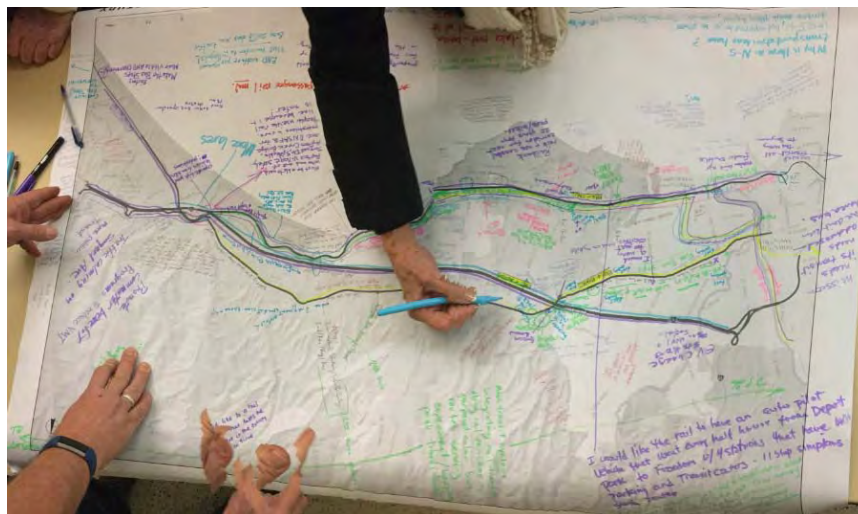


Santa Cruz County Unified Corridors Investment Study Public Workshop January 2017

2. The number of times a transportation project was identified by public workshop participants for each transportation priority was an indicator of the **most important transportation project types**. The most frequently selected project types based on each transportation priority include:

Priority	Public Workshop - Top choices for each Priority
Travel Time	Transit service on rail line; access to more transit service; separated bike and ped path; carpool and transit incentive programs
Travel without a Car	Separated bike and ped path; bike lanes with a buffered space from auto travel and parked cars; sidewalks on most streets; transit service on rail line; Locations for cars and bicycles to park to connect with transit
Improve Safety	Separated bike and ped path; bike lanes with a buffered space from auto travel and parked cars
Move the Most People	Separated bike and ped path; transit service on rail line; bike lanes with a buffered space from auto travel and parked cars
Minimize Emissions	Separated bike and ped path; bike lanes with a buffered space from auto travel and parked cars; transit service on rail line

- ❖ **Transportation Project Types:** Participants were also asked to identify transportation improvements they would like to see in the project area on a map.





Santa Cruz County Unified Corridors Investment Study Public Workshop January 2017

Projects identified include:

- Highway 1
 - Add lanes
 - Add passenger rail
 - Bus rapid transit
 - Auxiliary lanes
 - Ramp meters
- Soquel Ave/Drive
 - Traffic calming
 - Protected bike lanes
 - Keep parking
 - No bikes
- Rail Corridor
 - Passenger rail to Watsonville
 - Bike and pedestrians only
 - Bus rapid transit
- Overall Project Area
 - Transit – more service, improved travel times, improved bus stops
 - Bike and Walk – safer facilities including safer crosswalks and protected bike lanes and safer access to Aptos Village
 - Multimodal transportation hubs – serving Cabrillo College and elsewhere
 - Consider north-south corridors and connections between routes and over Highway 1
 - Transit connections to rail
 - Electric vehicle charging stations
 - Commuter incentive programs

Public Project Ideas for Unified Corridor Study

Describe the specific project that could improve transportation in the project study area.

1. Bus stop waiting sheds/stalls/benches where next arrival is digitally displayed visually and audibly (this technology is used in by San Francisco Muni.)
2. Require drivers to actually stop at all designated stops and wait for pedestrians who are stuck waiting for crosswalk signals. How many times have I missed a bus because I was stuck on the wrong side of the crosswalk.
3. More evening transit especially in the winter time when it gets dark earlier: Currently, Santa Cruz Metro routes both a 71 and a 66 up Water Street and a 69 up Soquel in the evening. There are no evening routes that go up Broadway. There are no evening routes south of Soquel nor east of the San Lorenzo River. Why?

Reduce the density on the Corridors to Low-Density...Otherwise you have a nightmare scenario and frankly we are already there with the traffic that people are finding very frustrating if you live in the neighborhoods. If you read through the hundreds of comments, they are about traffic mostly already excessive on the Soquel and Water Corridors of Santa Cruz .It will reduce the volume of traffic that has become excessive. These streets were not designed volume of traffic.

change.org/p/santa-cruz-city-council-stop-high-density-zoning-for-water-st-and-soquel-ave-in-santa-cruz-calif/c

Also note that there is a "narrow strait" that funnels traffic from Morrissey, Water, Soquel Broadway onto Frederick and then onto Soquel between Morrissey and Capitola Road. An unusually high-volume of cars pour through there and it is why we have the "Auto-Zone" because of all the eye-balls passing through that area I assume. The cars are now cutting through East Morrissey to save sometimes 15-minutes during key times when traffic is stopped up along that one piece of the Soquel Corridor. The neighborhoods have no protections against this excessive traffic cutting through and some on very narrow roads such as Alemena. This has turned into a very dangerous part of the Corridor as the lanes are not straight and they are the narrowest allowed by the State. People in the neighborhoods have been hit or "bumped" in cross-walks which does not get reported to the police often and it is time to consider the volume of traffic and why you think it is OK to create a 3rd and 4th lane of Highway One when it was never designed to take this volume of traffic?

And then you consider that high-density housing is being approved along the Corridor with entry on Soquel and you continue to have a scenario that is not getting better. At what point do you consider something unsustainable?

How about a bus or shuttle that would take Cabrillo College students from the Scotts Valley campus to the main Aptos campus and back? This would be especially helpful for evening classes, when the commute on SB 1 is especially bad. Students can park at the SV campus parking, saving dozens of vehicles from jamming and polluting along highway 1. Normal bus lines route through downtown SC and require changing buses, therefore requiring too much time and hassle. Cabrillo stauents living anywhere in the San Lorenzo Valley could benefit.

Upgrading the rails and buying the latest in train technology to ride these rails is a great investment in the future of transit options in our beautiful area. I believe that this form of travel would be extremely popular. This form of transportation would be very useful for those folks living in Watsonville but working in Santa Cruz and vice versa.

More lanes for CARS. I am a cyclist. And, yet, I drive. Bike lanes are neat, but, what's really needed is to allow more cars and buses through.

Describe the specific project that could improve transportation in the project study area.

Rapid transit bus south county to north along the rail corridor. Make a great trail there as well. Train, a waste of money. Relieve the congestion highway 1.

I would propose stoplights be placed on all four corners of the intersection of 17th Avenue and Harper Street. There are two stop signs there now, both on Harper, and one crosswalk across 17th at that intersection, but drivers are not inclined to stop at the crosswalk unless someone steps boldly in front of them. Most walkers don't want to risk that move. Too many cars use the long, straight stretch of 17th from Capitola Road to Brommer as a kind of racetrack. Meanwhile, more and more people are walking Harper St. and want to cross 17th Ave. and continue on Harper. Some of these people are alone, some old and slow, some are walking two by two, some are walking dogs alone or two by two, (some are walking three or more dogs at once), wheeling baby carriages, riding bikes, sometime with kids as passengers, skateboarding, and a few still are roller skating along Harper Street. All these people are moving at different speeds. The Harper/17th intersection is a nightmare for such people, especially when they stack up at the crosswalk there and cross at different speeds. A traffic light at Harper and 17th would greatly enhance safety and encourage neighborhood people to leave their cars behind -- or not own one at all. It will encourage people to leave their cars behind and use other forms of transportation.

My main concern is that the rail road tracks get an upgrade to class 2 and that trolley service using a self-driven electric motor/locomotive be implemented as soon as possible. A service could run between Seascapes Resort to downtown Santa Cruz at Chestnut and Laurel. Perhaps a Westside service could run as well between downtown and Swift Street. Otherwise a more expensive upgrade to class 3 would have to be done to connect to Watsonville, and unlike much of mid-county and Santa Cruz, the rail road tracks are not within walking distance to the majority of the population. It would be great though to have a rail connection to Capitol Corridor service that will be extended to Salinas, with a stop at Watsonville Junction. Perhaps a weekend service from there to Santa Cruz could connect Capitol Corridor riders to places like the Boardwalk and other beaches. Get people out of their cars and off the roads!

Convert the 32 mile rail corridor to a world-class pedestrian and bicycle trail. Eliminate all plans for a passenger train as the corridor is not suited for efficient rail transportation or correctly positioned geographically to accommodate a passenger train. A pedestrian and bike trail, built in the rail corridor, could be the backbone for bicycle and pedestrian transportation across Santa Cruz County. An estimated 7,000 to 10,000 people a day would use this trail in Santa Cruz County.

Commit and begin ASAP the process to Upgrade the Branch Line for Passenger Rail Service to Pajaro. Note: Build the parallel trail immediately to provide safe local bike and pedestrian infrastructure one segment at a time. People are forced to use the roads and highways absent any alternatives, so are forced to endure chronic congestion. A trip on a modern train is 100% relief from congestion. Further, vehicle miles traveled and greenhouse gas emissions are reduced.
Bus transit is useful and must be maintained, but a second transit system provides redundancy and choice, and healthy competition between two forms of transit.
More transit means less strain on streets and highways, and more active transportation as people discover ways to blend riding and walking with rail transit.



Comments on Unified Corridors Planning Process for RTC 2/2/2017 meeting

1. We at FOR&T support the idea of transportation systems planning exemplified by the Unified Corridors Planning Process. We endorse extending the current definition to include all parts of the County where at least two corridors exist in parallel, which would increase the size of the planning domain from the Mid-County to a region spanning the distance from Watsonville to Davenport.
2. Even though Davenport is not a strong generator of travel to or from, it should be considered in a unified planning process because of potential future traffic impact of the National Monument.
3. We support the planning principle of the “Triple Bottom Line”- People, Planet, Profit. This is particularly important when considering alternative transportation because traditional valuation procedures do not fit alternative transportation well.
4. People: Transportation infrastructure needs to benefit the maximum number of people, and having options is essential to achieving this goal. Not everybody owns a car or wants to drive one, not everyone can ride a bike or walk because of physical limitations or because of distance. In addition, there are large inequities in income and opportunity in our County, and transportation options, particularly between Watsonville and Santa Cruz, are critical to addressing these inequities.
5. Planet: AB32 requires drastic reductions in CO2 emissions. Santa Cruz County is above the state average in terms of amount of pollution that comes from transportation, so AB32 will hit us disproportionately hard. Only a combination of large increases in efficiency, moving away from fossil fuels and reduction in trip miles will accomplish these GHG reduction goals. Some of these “levers” are the purview of the RTC, others belong in public works and zoning.
6. Profit: When calculating the cost of a transportation option, consider the cost not only to the RTC and other transportation agencies, but to the populace itself. For instance, owning and operating a car costs around \$9k per year according to the AAA, and this is in effect a punishing tax that could be spent elsewhere in the County if people didn’t have to pay it.
7. Embrace “out of the box” thinking: Examples:
 - a. Could a multimodal transit station next to Cabrillo College combine a rail terminus, a bus-on-freeway median station, and an intersection with the bike/ped MBSST to most effectively leverage all of those modes?
 - b. Could rail transit use the existing rail line as far as Aptos going South, then transition to new tracks in the freeway median to provide faster and less controversial service to Watsonville?
 - c. Could the vast parking resources of Cabrillo College be used for weekend tourist parking for the Boardwalk and nearby destinations, with tourists using rail to get there?
 - d. Could bike/ped bridges over busy arterials on the MBSST provide less interrupted bike/ped travel while doing double duty as covered rail stations/bike parking?
8. Lastly, Build the Trail as rapidly as possible while evaluating rail options! Do not let special interests subvert the process that the citizenry approved in Measure D and much earlier in Prop. 116.


Sincerely,

Bruce Sawhill, PhD
Chair, Friends of the Rail & Trail

From: [Regional Transportation Commission](#)
To: [Grace Blakeslee](#)
Cc: [Ginger Dykaar](#)
Subject: FW: New submission from Contact Form
Date: Tuesday, January 10, 2017 8:03:31 AM

From: Contact Request Form [mailto:admin@sccrtc.org]
Sent: Monday, January 09, 2017 8:52 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

Name
sheila carrillo
Email

Subject
feedback re survey
Your Message
<p>It is nice that you are asking for opinions. I would like to see a place for comments at the end when one has had a chance to experience the scope of the survey rather than a place for questions at the beginning. I would like to see options that relate to incentives for employers and individuals for carpooling, shared van pools, public transportation. We need fewer cars on the road to accomplish our goals of protecting the environment and safety!</p>

From: [Regional Transportation Commission](#)
To: [Grace Blakeslee](#)
Cc: [Ginger Dykaar](#)
Subject: FW: RTC: Unified Corridor Study Survey & Workshop-Dan,C
Date: Tuesday, January 10, 2017 10:37:43 AM

From: chris dan [mailto:████████████████████]
Sent: Tuesday, January 10, 2017 10:30 AM
To: info@scrtc.org
Subject: Re: RTC: Unified Corridor Study Survey & Workshop

Sell the railroad back where it came from. It was a useless idea from the start. Who would ever want to waste time riding this ? Is it all for motels, hotels, restaurants and their owners who will profit from MORE tourists. We have enough tourists and folks who live here. How much will your station costs where people will pay to park? How much to maintain this railroad? Why would a Railroad have anything to do with easing traffic? Sell the railroad and use money to put more lanes into highway one and stop trying to encourage more tourists. You bought a white elephant and want us to pay for it! Stop it. CYoung

From: [Regional Transportation Commission](#)
To: [Grace Blakeslee](#)
Cc: [Ginger Dykaar](#)
Subject: FW: Unified Corridor Study Survey & Workshop
Date: Tuesday, January 10, 2017 8:11:18 AM

From: dave and sandy deboer [mailto:████████████████████]
Sent: Monday, January 09, 2017 5:36 PM
To: info@sccrtc.org
Subject: Re: Unified Corridor Study Survey & Workshop

I began the questionnaire.....and would ask you two questions: 1. Who designed the questionnaire. 2. Why were they hired.

I have been a transportation professional for my entire career. And I am now retired. Market research and questionnaires and their design are reasonably familiar to me. As a supporter of your efforts, I am puzzled

David DeBoer
Pajaro Dunes North

From: [Regional Transportation Commission](#)
To: [Grace Blakeslee](#)
Cc: [Ginger Dykaar](#)
Subject: FW: Unified Corridor Study survey
Date: Tuesday, January 10, 2017 8:09:52 AM

-----Original Message-----

From: Bruce Margon [<mailto:> 
Sent: Monday, January 09, 2017 5:48 PM
To: Regional Transportation Commission
Subject: Unified Corridor Study survey

I attempted to take your online survey, but gave up. It loads very, very slowly on a variety of my different devices. Once I moved my 5 top priorities "above the line" it was impossible to reorder them, and the instructions do not state that the order cannot be changed once items are moved there, nor do they state in what order they should be moved above the line. (First choice first? etc.)

I suspect many of your constituents may also give up. The format is too flashy, for no good reason, yielding a result that is too clumsy to easily use.

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Whom should I contact about an alternative to the train in the rail-trail corridor?
Date: Thursday, February 09, 2017 6:05:34 PM

From: Stanley Sokolow [<mailto:> [REDACTED]]
Sent: Wednesday, September 28, 2016 12:34 PM
To: Karena Pushnik
Subject: Whom should I contact about an alternative to the train in the rail-trail corridor?

Karena,

Thanks for linking me up with Kim Shultz. I sent him some questions for the meeting with him that was scheduled for this afternoon, which he rescheduled to Oct 6. FYI, the questions are attached here if you are curious.

Meanwhile, I have an idea for an alternative to passenger rail service on the rail-trail. It's a type of bus rapid transit that has been used in Australia, Germany, Japan, and the UK, called a guided busway system. It seems to have advantages over a heavy- or light-rail train for our particular needs in Santa Cruz County. I would like to discuss the idea with whomever on the RTC staff will be working on the report that the Commission said is forthcoming on the best use of the rail corridor and the 3-corridor study (Hwy-1/Soquel Dr/rail-trail). Please let me know whom to contact to get this option into the study.

Here are some videos that demonstrate the guided-busway.

[The Cambridgeshire Guided Busway](#)

[Leigh Guided Busway](#)

[TfGM guided busway](#)

This video shows Australian guided buses and in other countries. The German system even straddles the bus guideway along the railroad tracks in some places so the buses and trains share right-of-way. That might benefit Santa Cruz County, too.

[Adelaide O-Bahn Part 2](#)

Stan

From: [Robert Stephens](#)
To: [Ginger Dykaar](#)
Subject: Fwd: Unified Corridor Investment Study
Date: Monday, January 23, 2017 3:03:03 PM

Ginger:

I go this bounced back due to typo on your email address.

Robert

Begin forwarded message:

From: Robert Stephens <[REDACTED]>
Subject: Re: Unified Corridor Investment Study
Date: January 23, 2017 at 2:54:47 PM PST
To: gdykaar@scrtc.org
Cc: Zach Friend <BDS022@co.santa-cruz.ca.us>, Alex Clifford <AClifford@scmttd.com>, Barrow Emerson <BEmerson@scmttd.com>, "bruce.mcpherson@co.santa-cruz.ca.us" <bruce.mcpherson@co.santa-cruz.ca.us>, "ryan.coonerty@santacruzcounty.us" <ryan.coonerty@santacruzcounty.us>, "greg.caput@co.santa-cruz.ca.us" <greg.caput@co.santa-cruz.ca.us>, "cchase@cityofsantacruz.com" <cchase@cityofsantacruz.com>, "jimmy.dutra@cityofwatsonville.org" <jimmy.dutra@cityofwatsonville.org>, John Leopold <John.Leopold@santacruzcounty.us>, "rj12@comcast.net" <rj12@comcast.net>, "lmendez@scrtc.org" <lmendez@scrtc.org>

Dear Ginger:

I am extremely excited that the voters approved Measure D. It is also great that our community will have an opportunity to look at the best uses for the rail corridor.

The issue of what to do with the corridor has divided our community and a good study should shed some light on the best options for solving our transportation issues and utilizing the rail corridor. I am sure that almost everyone in the community supports the trail and wants to see it built and would like to see traffic improved.

First and foremost, this study needs to be fair and objective. It also needs to really look at the financial realities of all the options. Does the RTC staff have a desired outcome? I am not sure, but the study needs to be fair.

This leads to my first question. What is the status of the current rail trail funding and work? While Federal grants have been awarded for the rail/trail, it would seem unfair that work begin on a trail with rail until your study is completed, as this might not be the best use for the corridor and we won't know the best use until your study is completed.

It is best to take our time and get it right, though I do hate any delay.

I have two suggestions on the study:

Are you looking at metering lights on Soquel, 41st Ave and Bay/Porter Streets? I have noticed that in the evening commute to Aptos from downtown the real issue is not the merge from three lanes down to two at Soquel, but all the cars entering the freeway from Soquel, 41st and Porter streets. Metering lights work in other communities.

It appears that you might not be looking seriously at bus use of the rail corridor. I think this could be a mistake. One of the biggest issues I have with the rail line is that it prohibits any other use in its bed. Try riding a bike or even walking on the ties and loose gravel. If the line was paved and open to bikes and hikers, I believe that the RTC could run small electrical buses on the paved portion. We all can share the right-of-way: buses, bikes, e-bikes and walkers. Think of something like an airport where carts are moving people though all sorts of pedestrians. It works!

As a bike rider, I would much prefer pulling over occasionally for a small well marked electric bus with a well trained driver on the corridor than dealing with cars on the street. Buses could also go off the rail line to places people need to go. Any money saved by this approach could be used to build lightweight bridges over all crossing roads on the corridor, thereby improving commute times and safety for all users of the corridor. The beauty of small buses is that it would not cost a lot to try a few and see how they work. Run two in the morning from Watsonville to Santa Cruz and two in the evening the other way. Add more if needed etc.

Lastly, I like Supervisor's Friend's suggestion of a community group to look at this issue. While one could make the argument that this group will need all the facts before they can get anything done, I would argue that they will need to spend sometime figuring out how to work together and what are the ground rules. Why not start that process sooner than later? Do things in parallel not sequentially. This will speed things up.

Thank you for your time and hard work on this important issue.

Sincerely,
Robert Stephens

From: Lowell Hurst [<mailto:lowell.hurst@cityofwatsonville.org>]

Sent: Monday, February 13, 2017 2:06 PM

To: Karena Pushnik; George Dondero

Cc: Oscar Rios

Subject: Re: Unified Corridor Study Survey

I did take the survey and sent it around to others.

But let me say the Unified Corridors study is about 10 miles too short when it either starts or stops at Rio Del Mar. The inclination and perception of South County folks is that their transport needs will be unacknowledged by this proposal. While I know there is more to the picture, it may be a hard sell in the Ville.

Lowell Hurst
Mayor Pro Tempore
Council Member District 3
275 Main St Suite 400
Watsonville CA. 95076
Office 831-768-3008
Voice mail 831-768-3003

"Over 30 years serving the community"

From: [Stanley Sokolow](#)
To: [Ginger Dykaar](#)
Subject: My input to the UCIS
Date: Wednesday, December 28, 2016 1:28:48 PM

Dear Ginger,

In advance of the public outreach on January 12, I offer the following short comment as public input.

Wouldn't it be great if we could have a bus-rapid-transit corridor down the middle of Soquel Avenue/Drive -> Freedom Blvd -> Main Street (Watsonville) to the Watsonville Metro Transit Center, similar to what the city of Cleveland created for its highly successful Cleveland Clinics BRT line? In Santa Cruz, buses would leave the Pacific Avenue Transit Center northward on Front Street, turn right onto Soquel Avenue, and stay on the bus-only BRT lane all the way to Watsonville, with stops at important destinations along the way. Of course, buses from Watsonville would follow the same route on the bus-only corridor to downtown Santa Cruz. Google Maps shows property lines if you zoom in enough, and from those lines it appears that this corridor has enough right-of-way to accomplish what Cleveland did. Watch this video about the Cleveland Clinics BRT line. <https://youtu.be/kF6EF3kOGQE>

Thanks,

Stan Sokolow

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Lessons learned from Chicago pedestrian/bike path-Martin,C
Date: Friday, April 14, 2017 6:34:26 PM

From: christy martin [<mailto:> [REDACTED]]
Sent: Monday, January 09, 2017 2:56 PM
To: info@sccrtc.org
Subject: Lessons learned from Chicago pedestrian/bike path

<http://www.chicagotribune.com/news/columnists/ct-bike-path-mechanics-getting-around-1-2-17-20170102-column.html>

I'm sure this has already been forwarded by others, but this article has some interesting lessons from Chicago's Lakefront trail that hopefully will be considered as part of the unified corridors analysis.

Things that are particularly interesting:

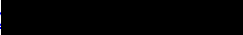
1. The demonstrated need for separation of pedestrian and bicycle traffic. As the RTC is continuing to make major investments in shared use rail with trail development, we should ask whether we are going to find ourselves in the same boat as Chicago and have to fund expensive retrofits in the future? Anyone who has tried to get across town along West Cliff knows that a combined pedestrian / bicycle trail is an ineffective transit option and it is dangerous even for recreational use. Spending millions of dollars and years of design and construction to build a similar shared use trail through the same section of town makes no sense to me. On the other hand, a trail with a dedicated cycling / e-bike lane will provide a real transit option between downtown and the far west side in addition to providing a more scenic neighborhood walkway.

2. The amount of people using the trail every day and the level of community support for creating the separate pathways.

3. The emphasis the planners placed on the aesthetics of the trail and its value as a tourist attraction — “Any improvement on the lakefront pays for itself almost immediately in economic benefits to the city”. A rail with trail solution that requires high concrete retaining walls, removal of surrounding trees, and barriers separating the rail lines may serve utilitarian purposes but it will not be the same kind of community asset and tourist attraction as a scenic, multi-use trail that will serve as many or more people per day as passenger rail.

Thanks for your consideration,
—Christy

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Corridor name change request
Date: Monday, April 17, 2017 1:57:07 PM
Importance: High

From: Brian Peoples [<mailto:> 
Sent: Saturday, December 31, 2016 9:26 AM
To: info@sccrtc.org
Cc: Zach Friend; cchase@cityofsantacruz.com; Alex Clifford; Rick  [.org](#); dana bagshaw
Subject: Corridor name change request

RTC,

For the Unified Corridor Investment Study, we believe the use of the term "rail" to reference the railline corridor should be changed to "Coastal" corridor. We believe using the term Coastal better represents the location and our community setting. More importantly, it makes the assessment of this corridor more neutral, not referring it to the type of use in the corridor name.

Can you please change the name of the corridor to "Coastal Corridor" for the Unified Corridor Investment Study?

Best regards,

Brian Peoples
Executive Director
Trail Now

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Look at examples of old railroads converted to commuter lines-Peoples,B
Date: Monday, April 17, 2017 1:56:37 PM

From: Brian Peoples [<mailto:>]]
Sent: Thursday, January 12, 2017 4:42 AM
To: info@sccrtc.org
Cc: Alex Clifford; Zach Friend; cchase@cityofsantacruz.com; bruce.mcpherson@co.santa-cruz.ca.us; ryan; greg.caput@co.santa-cruz.ca.us; jimmy.dutra@cityofwatsonville.org; John Leopold; rjj12@comcast.net; Rick@; Stanley Sokolow; dana bagshaw
Subject: Look at examples of old railroads converted to commuter lines

RTC,

As you conduct your Unified Corridor Investment Study, we would suggest that you look at how other communities converted old railroad tracks into "commuter lines" and their "success".

A great example is the WES Commuter Rail, between Beaverton and Tigard, Oregon, which was sold to the public to be a "low-cost" commuter rail project costing just \$80 million. The line is 14.7 miles from Beaverton Transit Center to Wilsonville's transit center. When construction started, the cost ballooned to \$125 million. When WES began operations, the final cost to taxpayers was \$161 million. Further capital projects since then have added several million more to the cost, including Positive Train Control, purchasing additional rolling stock (because the originally purchased rolling stock had reliability issues, NOT because of capacity constraints) and so on.

Taxpayers were told "it'll use existing railroad tracks"... The entire railroad had to be completely removed and replaced, from the sub-roadbed up. Every trestle on the route had to be completely replaced. COMPLETELY. Because TriMet was well over-budget, they decided NOT to replace the Tualatin River Bridge, resulting in a permanent speed restriction north of the Tualatin station to 35 MPH while crossing the river.

WES costs taxpayers \$17 each time someone sets foot on the train. A bus costs about \$3.00; some of TriMet's heaviest ridden bus routes cost much less.

Ridership was estimated to be 2,500 within one year, 5,000 in ten years. After seven years of operation, the actual ridership has YET to break the 2,000 mark.

All of the grade crossing equipment was replaced, even though many of the signals were fairly new. So were the grade crossings.

In the end...virtually NOTHING of the old railroad structure was used. It is 99% brand new

construction. Every station is 100% brand new. The equipment is brand new. The rails are brand new. The ties are brand new. The ballast is brand new.

Point here is if you truly believe a train will exist on the Santa Cruz Branchline, everything will have to be replaced.

The fact is, the risk are too great to you to try and build a train system. The sooner you communicate this to the public, the sooner we can move forward with using the Coastal Corridor for alternative transportation solutions. Our community has a transportation CRISIS and we need to use the 3rd corridor NOW for transportation.

Best regards,

Brian Peoples
Trail Now
Executive Director

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Unified Corridor Investment Study Suggestions-Malone,B
Date: Friday, April 14, 2017 6:44:50 PM

From: Bill Malone [<mailto:> [REDACTED]]
Sent: Friday, January 27, 2017 11:31 AM
To: info@sccrtc.org
Subject: Unified Corridor Investment Study Suggestions

Below are some suggestions for the Unified Corridor Investment Study. Also please add me to your Unified Corridor Investment Study E-news List. Thank you for considering (and hopefully including) these suggestions.
--Bill Malone [REDACTED]

Suggested Goals:

Using your performance based approach, show how much each project will:

- 1) Reduce Greenhouse Gases - Both County wide total and per person
- 2) Reduce single occupancy vehicle miles traveled - Both County wide total and per person
- 3) Reduce need for parking lots/garages
- 4) Reduce traffic congestion (WITHOUT widening highway or adding auxiliary lanes) while using the following:
 - Car pool program
 - Work with businesses to vary start / end times
 - Ramp metering
 - Utilizing Bay Area Commuter Benefits Program

The transportation modeling tools should be designed to include analysis of the above four metrics.

Include in the Study:

- 1) Provide transportation alternatives to using an automobile to get around WITHIN Santa Cruz County.
- 2) Consider population increase in all evaluations.
- 3) Do an Origin/Destination Study (so we have some real data to work with).

From: [Brian Peoples](#)
To: [Ginger Dykaar](#)
Cc: [Luis Mendez](#); [Zach Friend](#); greg.caput@co.santa-cruz.ca.us; jimmy.dutra@cityofwatsonville.org; bruce.mcpherson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [John Leopold](#); [Alex Clifford](#); cchase@cityofsantacruz.com; rj12@comcast.net; [Barrow Emerson](#)
Subject: Self-Help County in requirements for Unified Corridor Investment Study
Date: Sunday, January 15, 2017 5:59:04 AM

Hi Ginger,

We omitted a very important requirement for the Unified Corridor Investment Study. One of the key campaign themes of Measure D was to become a self-help county, that would enable us to get additional funding from State and Federal grants for transit programs. As you know, there are specific guidelines on what makes a transit project eligible for Federal funding ([here](#)). If you review the guideline, you will see the likelihood of a train being funded is practically zero (worst with new administration). Contrary to the train, with the completion of the Highway 1 Tier I report in 2017, there is a very good likelihood that we would get State and Federal funding for highway improvements and related Bus Rapid Transit along the highway.

As part of the Study scope, we suggest that you include a requirement that would identify the likelihood of State and Federal funding for the proposed scenarios.

Best regards,

Brian Peoples
Trail Now
Executive Director

From: [Brian Peoples](#)
To: [Ginger Dykaar](#)
Cc: [Zach Friend](#); [Alex Clifford](#); [Barrow Emerson](#); bruce.mcperson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; jimmy.dutra@cityofwatsonville.org; [John Leopold](#); rj12@comcast.net; [Luis Mendez](#)
Subject: Unified Corridor Investment Study - additional system requirements
Date: Saturday, January 21, 2017 6:07:09 AM

Hi Ginger,

There are some additional system requirements we would like to include in the Unified Corridor Investment Study.

Vehicle Technology: At RTC meetings, we have asked that new vehicle technology called "Vehicle-2-Vehicle Communication Systems (V2V)" be included in long term transportation plans. The Federal government is requiring all new vehicles built after 2020 have V2V systems. V2V systems will make the highways and roadways more efficient, allowing vehicles to operate like virtual trains. A 2012 Columbia University study concluded that roadway capacity could be increased by over 270% with V2V systems. Car companies are already working to incorporate V2V systems within cars and a version of the systems are already included within cars today.

Social-Transit: Social-transit is already here, known as Waze, Spool, Uber and Lift. People are connecting with each other through the internet and smartphone applications. This social-transit will not only reduce the requirements of car ownership, but will likely change the way public transit operates.

Political Risk: This requirement is to provide a "risk factor" that evaluates a solution by "impact solution has on problem" versus "likelihood of meeting projected success". In risk analysis, this is typically done on an X-Y axis. How RTC spends Measure D funds will be very transparent to the community and wasteful spending of tax dollars can have a very negative impact on the politicians' legacy. It is important that a risk factor be included to help RTC Board members understand the likelihood of success on their decisions.

Is there any timeline when the consultant will be awarded a contract?

Will the system requirements document and proposed scenarios be presented to the public prior to initiation of the study.

Best regards,

Brian Peoples

From: [Ginger Dykaar](#)
To: [Ginger Dykaar](#)
Subject: FW: Unified Corridor Investment Study-Mayall,W
Date: Monday, April 17, 2017 1:56:16 PM

From: Will Mayall [<mailto:> [REDACTED]]
Sent: Wednesday, January 11, 2017 3:28 PM
To: Santa Cruz Regional Transportation Commission
Subject: Unified Corridor Investment Study

Will there be a trail on the Santa Cruz Coastal Corridor? Yes. **A trail will be built!**

Will there be a passenger train on the Coastal Corridor? No one knows. Again: **No one knows if there will be a train!**

After decades of folks trying to get a passenger train, we are in fact no closer:

- Train supporters can't seem to find the massive amount of money required.
- Train supporters can't seem to find the ridership needed.
- Train supporters can't magically add a second set of tracks that any sensible train system requires.
- And, most importantly, train supporters can't seem to find the public support.

Why is a train even in the discussion at this point when there is **no one** who can say there will ever be a train? Yet we know for certain that there will be a trail.

What possible justification can there be to build a **compromised trail**, for **much more money**, simply because some people think there **might** be a train?

It's time to build a world-class trail that enhances our county. **Build trail-only** not rail-with-trail.

Will Mayall
Santa Cruz

From: [Brian Peoples](#)
To: [Ginger Dykaar](#)
Cc: [Luis Mendez](#); [Kim Shultz](#); [Zach Friend](#); [Alex Clifford](#); cchase@cityofsantacruz.com; rj12@comcast.net; [Barrow Emerson](#); bruce.mcperson@co.santa-cruz.ca.us; greg.caput@co.santa-cruz.ca.us; jimmy.dutra@cityofwatsonville.org; [John Leopold](#)
Subject: Unified Corridor Investment Study - suggested scenarios
Date: Friday, January 13, 2017 3:42:31 PM

Hi Ginger

Nice talking to you at the meeting last night for the kick-off of the Unified Corridor Investment Plan. We understand that multiple scenarios are going to be analyzed as part of the Unified Corridor Investment Study. Below are the two recommended **scenarios** that we believe should be included in the study.

A few notes about the two proposed **scenarios**:

Trail-Only References: We believe it is important to include the data from Trail-Only Study of Coastal Corridor ([here](#)) and a trail study from El Dorado County ([here](#)).

Transportation vs. Recreation: To determine an appropriate width, we recommend relying on a Level of Service (LOS) for shared-use paths that was completed for the USDOT. You can find a link to the study [here](#).

Schools: We believe a significant amount of traffic is created by parents transportation their kids to schools. If there is a safe route for kids to walk and ride their bikes to schools, we believe this would make a significant impact on traffic congestion across the county. The study should look at the number of schools within a short distance of rail-trail and what the estimated impact on parent commuting traffic would be if the school was connected to the rail-trail.

Train Infrastructure: We believe it is important to look at how other communities converted old railroad tracks into "commuter lines" and their "success". The [WES Commuter Rail](#) running between Beaverton and Tigard in Oregon is a great example of how a railline project similar to Santa Cruz Branchline can be overwhelmingly unsuccessful ([here](#)).

Rail-Trail from State Park Drive to Rio Del Mar: It is our understanding that the highway widening from State Park Drive to Rio Del Mar is approximately \$90M. Over 30% of the cost can be associated with the requirement for replacement of train trestles and the highway mitigation needed to accommodate a wider highway. As part of our recommendations, we would recommend that only one bike/pedestrian trail be extended across the highway in Aptos. Rather, have rail-trail continue along the ocean side of the highway between State Park Drive and Rio Del Mar Tennis

Club. Not only is this more cost effective, but it will reduce bicycle traffic through Aptos Village.

Implementation Timeline: Incorporated into the scenario analysis requirements is the question of "how long each improvement takes and impact to improving mobility" should be a factor. "Low-hanging fruit" improvements that could make a significant impact should get a high score in any rating system.

Old Tracks Removed is Given: As part of the Unified Corridor Investment Study, we suggest that RTC recognize the old railroad tracks will have to be removed no matter what is the final use of the Coastal Corridor. Based on our research on other rail-trail projects and Federal regulations governing abandonment of railroads, we contend that the old railroad can be removed within 1 month of abandonment application submitted. There is no environmental impact report, no hazardous waste issue and no special permits required for abandonment and removal of tracks - and if RTC Staff or other consultants believe more length administrative steps are needed, we suggest that they be delivered to the RTC Board. We believe removal of tracks should be parallel with the study.

Below are two proposed scenarios for Unified Corridor Investment Study:

Scenario #1. TRAIL-ONLY / HIGHWAY 1 HOV & BRT / SOQUEL BRT:

- Continuous Rail-Trail from Watsonville to Swift Street designed as a transportation trail that separates fast moving users (bicyclist, e-bikes) from slower moving users (pedestrians)
- Highway 1 Tier I upgrades to Larkin Valley Road
- Removal of the 2 train trestles over Highway 1
- Connecting Rail-Trail from State Park Drive to Rio Del Mar Tennis Club on the ocean side of the highway
- New bike / pedestrian bridge over Highway 1 at existing north train trestle (closest to State Park Drive)
- Do not replace existing south train trestle over highway near Rio Del Mar Tennis Club
- Connect existing southern Aptos train trestle to a new dedicated bike / pedestrian trail that travels between Soquel Drive and Highway 1, extending to Freedom Blvd

- Any school that is within 1 mile of the Rail-Trail will have a "protected" bike path that extends from Rail-Trail to school
- Operate Bus Rapid Transit along Highway 1 and Soquel Drive

Scenario #2: TRAIL-ONLY / HIGHWAY 1 HOV & BRT (w/ Stations):

- Continuous Rail-Trail from Watsonville to Swift Street designed as a transportation trail that separates fast moving users (bicyclist, e-bikes) from slower moving users (pedestrians)
- Highway 1 Tier I upgrades to Larkin Valley Road
- Removal of the 2 train trestles over Highway 1
- Connecting Rail-Trail from State Park Drive to Rio Del Mar Tennis Club on the ocean side of the highway
- New bike / pedestrian bridge over Highway 1 at existing north train trestle (closest to State Park Drive)
- Do not replace existing south train trestle over highway near Rio Del Mar Tennis Club
- Connect existing southern Aptos train trestle to a new dedicated bike / pedestrian trail that travels between Soquel Drive and Highway 1, extending to Freedom Blvd
- Any school that is within 1 mile of the Rail-Trail will have a "protected" bike path that extends from Rail-Trail to school
- 5-Station Bus Rapid Transit along Highway 1 with boarding platform in center of highway. Park & Rides and access bridges from both sides of highway.
 - Boarding at Watsonville
 - Boarding at State Park Drive / 3-Par
 - Boarding at 41st Ave Bridge / Capitola
 - Boarding at Soquel / Dominican
 - Boarding at Downtown Santa Cruz

As you and I discussed, we still believe that the Santa Cruz Rail Corridor should be renamed "Coastal Corridor" for the Unified Corridor Investment Study. We believe changing the name helps make it more neutral to the public on making the decisions of its future use. Many people mistakenly believe that we must keep the railroad tracks forever and keeping the "rail" term in the name continues to confuse the public.

Finally, we are hopeful that RTC Staff will put the renaming of the rail corridor to Coastal Corridor and approval to move forward with removal of tracks (parallel to study) for an RTC Board for a vote. We believe both these issues have enough value and weight to justify that they be voted on by the RTC Board.

Best regards,

Brian Peoples
Trail Now
Executive Director

Unified Corridor Investment Study Comments

Branciforte Business Association

March 2, 2017

Re: Santa Cruz County Regional Transportation Commission Plan

Dear Ginger,

Attached are the petition signatures of 125 business owners and managers in the Branciforte District and surrounding communities. The petition identifies the existing street and public parking lots used by their customers, and critical to their present and future success. Owners on Soquel, Ocean, Water, Seabright, Morrissey, and Branciforte have signed this petition because they are very worried about losing this parking, and the customers that are able to safely and conveniently use it to patronize their businesses.

The common concern is that high density development without adequate residential parking and a plan to usurp commercial parking for new residential development will increase competition for parking and drive away customers. They see reduced parking availability along with increased demand as a death knell for the existing businesses.

Also another concern would be Taking away on-street parking and directing bicycle traffic to these heavily trafficked areas will create dangerous conditions for public Safety of public property.

As a business owner I did support Measure D, but as a business association we are not in favor of using those funds to take away our limited business parking.

The signatories ask you not to implement the parking removal as part of the Active Santa Cruz Regional Transportation Commission Plan that is currently in process. DON'T DO IT!

Annie Rowland

Member of Branciforte Business Association

Branciforte Business Association

Petition signatures can be found in the correspondence file dated 04/06/17

TO: Regional Transportation Commission (RTC)
FROM: Karena Pushnik, Senior Transportation Planner
RE: Measure D: Draft Regional Five-Year Programs of Projects

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Review and provide input on the draft "5-year Program of Projects" for the regional projects in Measure D: Highway Corridors, Active Transportation and Rail Corridor investment categories as well as for the San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing (Attachments 1-5); and
 2. Schedule a public hearing for your June 1, 2017 meeting to consider public input and approve final 5-year plans.
-

BACKGROUND

Measure D, the transportation ballot measure, passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016. The measure provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenue is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects identifies how each agency plans to use Measure D funds in the upcoming 5 years including expenditures and deliverables. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) are developing their five-year programs of projects, typically as part of their annual budget and/or capital improvement program development process. Community Bridges provided their annual plan to the Elderly & Disabled Transportation Advisory Committee for review at their April meeting and, because they have no public board, will include their plan for the RTC board approval at the June public hearing.

Per the voter-approved ordinance, the Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below.

After the close of each fiscal year, agencies must submit an annual report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds).

The Measure D annual fiscal audit and taxpayer oversight committee will review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D. The annual reports, including the program of projects approved by each agency, will be made available to the public including posting on the RTC's Measure D website.

DISCUSSION

The draft five-year plans for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing -- are prepared by the RTC and are attached ([Attachments 1-5](#)). These five-year plans cover FY17/18 through FY21/22; however, these are preliminary plans for years 2-5, and will be adjusted annually based on updated project schedule and cost information, as well as information on any grants and other funds agencies are able to secure for the projects. Since annual revenues are sometimes insufficient for larger projects, agencies sometimes need to carry over, reserve, or "bank" revenues to future years. In April, RTC advisory committees reviewed the draft plans and recommend their approval. The RTC board is scheduled to approve the 5-year plans following a public hearing at its June 1, 2017 meeting.

Trail Program

17% of net Measure D revenues are designated for the "Active Transportation" category to fund the Monterey Bay Sanctuary Scenic Trail Network (MBSST), also known as the Coastal Rail Trail. As noted in the Measure D Expenditure Plan, this funding will be used for bicycle and pedestrian trail construction; maintenance, management and drainage for the rail and trail corridor; and possible installation of conduit for internet and electrical services.

The draft 5-year plan for the Active Transportation category ([Attachment 1](#)) focuses Measure D funds to projects currently under development, ongoing trail development, and maintenance of the corridor. \$2.5M is held in reserve, with the RTC anticipated to decide where those funds will be spent in conjunction with completion of the Unified Corridors Plan or other decision points.

Work tasks related to trail project implementation and program management include design, preliminary engineering, environmental permitting, as well as public outreach for projects currently under way and for development of the network as a whole. Specific tasks include coordination with local public works departments, stakeholders, State Parks, Iowa Pacific, California Public Utilities Commission, Environmental Health Services, consultants and technical experts; right-of-way surveying, encroachments and property rights certifications; grant applications for future projects and complete

funding for current projects; studies related to trail implementation or corridor uses; management of all funding sources and contracts; partnership building; presentations to community organizations; event planning and participation.

This Measure D allocation category also includes general rail right-of-way corridor encroachments & maintenance. This includes items such as vegetation abatement; tree, trash and graffiti removal; drainage issues; storm damage repairs, etc.

In summary, deliverables for the Active Transportation category for the next five years include:

- Segment 5 North Coast rail trail: With the Federal Highway Administration's Central Federal Lands as the lead agency, funding will provide for construction and maintenance/operation of trail following completion of environmental analysis (per California law), completion of design, and management of technical assistance. The April 6, 2017 RTC meeting packet contained a staff report indicating that an outline of project tasks would be provided as part of the 5-year Measure D allocation recommendation. That outline is provided as [Attachment 1a](#).
- Segment 7 City of Santa Cruz rail trail (Natural Bridges to Wharf): With the City of Santa Cruz as the lead agency, complete construction of trail and conduct maintenance/operations activities with supplemental funding.
- San Lorenzo River bicycle/pedestrian bridge: With the City of Santa Cruz as the lead agency, funds will provide for construction work to widen the existing walkway for multi-use purposes on the existing railroad bridge.
- Segment 18 City of Watsonville rail trail (Lee Rd-Walker): With the City of Watsonville as the lead agency, funding will complete construction of trail and conduct maintenance/operations activities
- Segment 8/9 City and County of Santa Cruz rail trail (wharf to 17th Ave): Funding will be utilized to match future grants for construction work.
- Maintenance of rail corridor: Ongoing activity to address vegetation, trash, graffiti, drainage, encroachments, etc.
- Advancing future trail segments, including pursuing additional grants, conducting technical work, coordinating with stakeholders and other applicable entities.

Highway Corridors

25% of net Measure D revenues are designated for the Highway Corridors category, which includes Highway 1 auxiliary lanes, bicycle and pedestrian over-crossings, traveler information and transportation demand management (TDM) programs, highway safety and congestion reduction programs. The five year program of projects ([Attachment 2](#)) uses some Measure D funds in the first few years on pre-construction phases of capital projects and ongoing traveler information and safety programs; while reserving several years of funding for construction of auxiliary lanes and bicycle/pedestrian crossings. The RTC will also be seeking state and federal grant funds to supplement Measure D revenues allocated to these projects.

A Measure D 30-year Implementation Plan, currently under development and scheduled for approval later this year, will discuss options for accelerating delivery of the auxiliary lane projects, which may include future bond financing.

In summary, deliverables for the Highway Corridor category for the next five years include:

- Highway 1 - 41st Ave/Soquel Auxiliary Lanes: Begin construction in 2021 following completion of environmental documents, final design, right of way and utility work.
- Highway 1 – Pedestrian/Bicycle Bridge at Chanticleer: Begin construction in 2021 following completion of environmental documents, final design, right of way and utility work.
- Highway 1 – Pedestrian/Bicycle Bridge at Mar Vista: Begin construction in 2021 following completion of environmental documents, final design, right of way and utility work.
- Highway 1 – Park Ave/Bay-Porter Auxiliary Lanes: Complete environmental documents (Tier 2), final design, right of way and utility work.
- Highway 1 – State Park Drive/Park Ave Auxiliary Lanes: Complete environmental documents (Tier 2), final design, right of way and utility work.
- Cruz511, Safe on 17, Freeway Service Patrol: Provide ongoing service

San Lorenzo Valley (SLV)/Highway 9 Corridor Improvements

Measure D includes a total of \$10 million for transportation projects along the Highway 9 corridor through San Lorenzo Valley (approximately \$333,000 per year over 30 years). The RTC is working with a consultant team, Caltrans, County Public Works and Planning, Santa Cruz Metropolitan Transit District (METRO), and the public to develop a comprehensive plan for the Highway 9 corridor. The corridor plan (funded by a Caltrans grant) will identify, evaluate and prioritize multimodal investments along the corridor. Since the plan will not be completed until 2018, this first 5-year program of projects ([Attachment 3](#)) reserves most of the Measure D revenues for projects to be identified through the SLV corridor plan. However, RTC staff proposes that \$250,000 be programmed for one of the highest priority projects in the corridor which would improve pedestrian access to the San Lorenzo Valley (SLV) school complex in Felton. These funds would allow pre-construction work to begin and could serve as a match to better position the project to receive a future Active Transportation Program (ATP) grant. ATP applications are anticipated to be due to Caltrans in Spring 2018.

In summary, deliverables for the SLV/Highway 9 project for the next five years include:

- Fall Creek Road to SLV School Complex: Complete pre-construction activities and seek matching grant funds for pathway, transit stop and other improvements.
- Through the SLV/Highway 9 Corridor plan (scheduled for completion in Spring 2018), identify additional near-term priority investments.

Highway 17 Wildlife Crossing

Measure D includes a total of \$5 million for the Highway 17 Wildlife Crossing (approximately \$167,000 per year over 30 years). Caltrans and the Land Trust secured over \$3 million in State Highway Operation and Protection Program (SHOPP) funds from the California Transportation Commission (CTC) to initiate environmental review and design of a wildlife crossing on Highway 17 near Laurel Curve. The Land Trust has secured right-of-way adjacent to the highway and is raising private funds to

complete the project. While Caltrans currently anticipates that pre-construction work will be done and the project ready for construction in 2020, Measure D revenues will not be able to fully fund the project by 2020 (Attachment 4). RTC staff will be working with the Land Trust and Caltrans to investigate financing and other funding options.

In summary, deliverables for the Highway 17 Wildlife Crossing project for the next five years include:

- Construct of Wildlife Crossing in 2020/2021: This project includes a variety of funding sources.

Rail Corridor

8% of net Measure D revenues are designated for the Rail Corridor category for infrastructure preservation and analysis (including environmental and economic analysis) to answer community questions about possible future transit and other transportation uses of the rail corridor. The 5-year plan for the rail corridor (Attachment 5) includes \$500,000 for analysis of the rail corridor in coordination with the Highway 1 and Soquel corridors through the expanded Unified Corridors Investment Study (as approved by the RTC at its March 2 meeting.)

As stated in the Measure D Expenditure Plan, projects under this category include “maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line.”

Therefore, the 5-year program of projects includes storm damage repair and clean up, bridge analysis and rehabilitation to continue work began in 2012, drainage repair and improvements, and track maintenance and repairs. Measure D does not include funding for any new train or rail service.

In summary, deliverables for the Rail Corridor category for the next five years include:

- Unified Corridor Investment Study: Complete three-route analysis including transportation options on the rail corridor
- Rail Bridges: Updated analysis of bridge conditions and rehabilitation needs to prioritize work; and rehabilitation of bridges based on results of analysis
- Track, equipment, drainage: Conduct ongoing repair and improvement, including storm damage
- Corridor Use: Complete required environmental documents based on results of the Unified Corridor Study

Next Steps

After review by the RTC, staff will update the 5-year program of projects for each regional investment category, if needed, and present final recommendations to the public and the RTC board for approval following a public hearing at the RTC’s June 1, 2017 meeting.

Later this year, staff will be refining 30-year revenue projections and the long term Measure D implementation plan. The implementation plan will provide a timeline and projections for delivery of and cash flow for regional projects. As set forth in Section 8 of the voter-approved Measure D Ordinance, the implementation plan will be updated at least every five years, following a public hearing. The RTC will also solicit committee input on the draft plan.

The implementation plan will provide additional information on the scope, cost, and delivery schedule of each Expenditure Plan project or program, provide updated revenue projections and discuss possible financing tools that may be needed to deliver the Expenditure Plan within the 30 years promised to voters. It will also describe the risks, critical issues and opportunities that the RTC should address to expeditiously deliver the Expenditure Plan, including opportunities for matching funds and proposed bonding or loan programs to accelerate project delivery.

While “pay-as-you-go” financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding or short term loans will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct recipients may not bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for ready projects. While the RTC is investigating options to advance delivery of storm damage repairs on county roads, projects on the Highway 1 corridor, the Highway 17 Wildlife Crossing, and other projects in the five-year programs of projects do not currently propose any special financing.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects, identifying how agencies plan to spend Measure D funds. Staff is seeking input from RTC committees on the draft five-year program of projects for regional investment categories.

Attachments:

1. Draft Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail 5-Year Program of Projects
 - a. North Coast Rail Trail Work
2. Draft Highway Corridors 5-Year Program of Projects
3. Draft San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
4. Draft Highway 17 Wildlife Crossing 5-Year Program of Projects
5. Draft Rail Corridor 5-Year Program of Projects

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DRAFT

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Expenditure Plan Category: **Active Transportaiton/MBSST-Rail Trail (17 % of Measure D per Expenditure Plan)**

Agency: **Santa Cruz County Regional Transportation Commission**

Estimated Measure D Revenues

Estimated Annual Measure D Allocations		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
		\$3,192,665	\$3,192,665	\$3,192,665	\$3,192,665	\$3,192,665				
Rail Trail Project/Program	Description	year 1 (17/18)	year 2 (18/19)	year 3 (19/20)	year 4 (20/21)	year 5 (21/22)	5-Year Measure D	Total Estimated Project Cost	Other fund information	Est. Construction start date
City of Santa Cruz (SC) Segment 7 (Natural Bridges to Wharf) - Phase 2 construction	Construction of trail. Portion of increased costs to build retaining walls.	\$ 1,100,000	-	-	-	-	\$ 1,100,000	\$7.4M (ph 1 & 2)	\$3.25M earmark \$1.8M STIP, City, FORT, Bike SCCO, Coastal Conservancy	Fall 2017/18
City of SC Seg 8 - Construction: San Lorenzo river parkway trestle widening	Widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk to serve multi-use purposes	\$ 500,000	-	-	-	-	\$ 500,000	Est. \$1.55M	Land Trust, City, State Resource Agency	FY17/18
City of SC Seg 8/9 (SC Wharf to 17th Ave.): Construction	Funds set aside to serve as match when seeking other grants for trail construction in rail corridor between San Lorenzo River and 17th Avenue in Live Oak.	-	-	-	\$ 2,000,000	-	\$ 2,000,000	Est. \$33M	ATP pre-construction; Construction cost: \$28M - Seek \$26M in grants, including ATP.	est. 2021
City of SC trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 22,000	\$ 62,000	Est. \$20k/yr	City funds	ongoing
City/RTC coordination: CPUC, Iowa Pacific (IP), Env Health Svc (EHS), Right-of-Way (ROW), design & contractor, outreach - Seg 7,8,9	RTC oversight and coordination on development of trail sections in City of SC.	\$ 30,000	\$ 35,000	\$ 40,000	\$ 45,000	\$ 45,000	\$ 195,000	TBD		
City of Watsonville Segment 18 (Lee Rd-Walker)	Trail section from Lee Road to Walker in Watsonville. Measure D to cover cost increases due to inflation	\$ 150,000	-	-	-	-	\$ 150,000	\$2.2M	\$1.04M STIP \$688k ATP \$335k Land Trust FORT, County, City funds	FY17/18
City of Watsonville trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 11,000	\$ 31,000	est. \$10k/yr	City funds	ongoing
City/RTC coordination (CPUC, IP, ROW, EHS, design & contractor, outreach)	RTC oversight and coordination on development of trail in City and connecting to County trail segments.	\$ 20,000	\$ 25,000	\$ 25,000			\$ 70,000	\$ 70,000		
North Coast Segment 5 - enviro, design, CPUC/IP, constr mgmt (+ cover Coast Conserv funds=\$239K)	Environmental review and design of north coast section of trail.	\$ 400,000	\$ 450,000	\$ 500,000			\$ 1,350,000	\$15-20M est.; exact figure TBD (for full length)	FLAP, Land Trust, RSTPX, Coastal Conservancy	by 2020
North Coast Seg 5 - technical assist (attorney, env/CEQA filing, etc)	Technical assistance for north coast trail implementation.	\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000		FLAP, Land Trust, RSTPX, Coastal Conservancy	
North Coast trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 125,000	\$ 275,000	Est. \$125k/yr		ongoing
North Coast: Reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$ 173,415	\$ 1,853,415	\$ 1,663,415	-	-	\$ 3,690,245	see above	TBD- possible FLAP grant	TBD
RTC general technical assist (all projects) - survey, Environmental Health (EHS), attorneys, etc	RTC oversight and coordination on development of other trail sections.	\$ 50,000	\$ 60,000	\$ 65,000	\$ 70,000	\$ 70,000	\$ 315,000	est. \$70k/yr		ongoing
RTC staff - overall program management, development of future projects, grant apps		\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 900,000	est. \$200k/yr		ongoing
Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 2,596,250	\$519k/year	IP/shortline operator	ongoing
Unappropriated carryover to future years - opportunity fund/matches for grant apps, unexpected needs	Use of funds to be determined in future 5-year plans.				\$ 228,415	\$ 2,200,415	\$ 2,428,830	NA		TBD
Estimated Annual Measure D Expenditures		\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 3,192,665	\$ 15,963,325			

Attachment 1a – North Coast Rail Trail Work

Needs for work related to development of the north coast rail trail project were addressed in the staff report presented to the RTC at the April 6th, 2017 meeting. Work includes, but is not limited to, the following activities:

- Conduct an Environmental Impact Report in accordance with the California Environmental Quality Act to enable the RTC to select a preferred alignment
 - a. Procure a consultant team
 - b. Facilitate coordination between Federal Highway Administration's Central Federal Lands division (which is serving as project implementation lead agency) and other consultants
 - c. Identify project alternatives and variations to be studied
 - d. Present updates and options at key decision making points to the RTC
 - e. Oversee the development of technical studies and any needed specialty services outside of environmental consultants
 - f. Coordinate public and stakeholder meetings, as well as draft document review opportunities
- Secure property rights from California State Parks and other entities as needed
 - a. Collaborate with State Parks and relevant entities to acquire an easement or other property rights
 - b. Clear title of rail right-of-way parcels and adjoining parcels for which there are title issues
 - c. Appraise properties as needed
 - d. Compile and submit easement package
 - e. Engage the technical assistance of the County Real Property Division
 - f. Engage legal assistance as needed
 - g. .
- Funding
 - a. Enter into agreements with State Parks and other entities as needed to fund necessary work, as per Measure D allocations
 - b. Replace funding applied to other trail segments from the California Coastal Conservancy that had been programmed to the north coast trail

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Agency: Santa Cruz County Regional Transportation Commission

Expenditure Plan Category: Highway Corridors

Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$4,695,096	\$4,695,096	\$4,695,096	\$4,695,096	\$4,695,096

Name/Road/ limits	Description, complete streets components	Amount of Measure funds to be used					5-Year Measure D	Total cost estimate	Other Fund Information	Est. Construction start date
		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
Highway 1: 41 st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing (1)	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.				\$14,000,000	\$ 14,000,000	\$28,000,000	\$34,000,000	STIP - \$4,000,000 STIP Reserves - \$2,000,000 Seek grants; may require bond financing	Spring 2021
Highway 1: Park Avenue/Bay-Porter Auxiliary Lanes and Reconstruction of Capitola Aveue Overcrossing (2)	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lane			\$1,050,000	\$1,050,000	\$2,250,000	\$4,350,000	\$39,100,000	RTC will seek grants; would require bonding to accelerate delivery	Approx. 2023-2024
Highway 1: State Park Drive/Park Avenue Auxliary Lanes (2)	Freeway operational improvement, rehab roadway and drainage, retaining walls and soundwalls			\$1,350,000	\$1,350,000	\$2,750,000	\$5,450,000	\$49,450,000	RTC will seek grants; would require bonding to accelerate delivery	Approx. 2023-2024
Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive (3)	Address restricted bicycle/pedestrian access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments				\$ 2,000,000		\$ 2,000,000	\$9,753,000	RSTP - 467,000 RSTPX - 500,000 STIP - 6,564,000	Spring 2021
Cruz 511	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$50,000	\$150,000	\$150,000	\$200,000	\$200,000	\$750,000	\$250k/yr	RSTP/STBG - \$310,000 RSTP Exchange - \$50,000 SCCRTC SAFE - \$150,000	Ongoing
Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$25,000	\$25,000	\$35,000	\$35,000	\$145,000	\$100k/yr	SCCRTC SAFE - \$250,000 MTC SAFE - \$250,000	Ongoing
Freeway Service Patrol (4)	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Highway 1 and Highway 17	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,100,000	\$330k/yr	Caltrans FSP - \$840,000 RSTP Exchange - \$120k STIP - \$150,000	Ongoing
Estimated Annual Measure D Expenditures*		\$175,000	\$425,000	\$2,825,000	\$18,885,000	\$19,485,000				
Carry over to next fiscal year*		\$4,520,096	\$8,790,192	\$10,660,288	(\$3,529,616)	(\$18,319,520)				

- Notes:**
- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period Fy 17/18-through-FY 19/20. Measure D funds for capital construction and construction management activities.
 - Hwy 1 Park/Bay-Porter and State Park/Park Aux Lane Projects:** Measure D funding for preliminary design and environmental documentation (FY 19/20 - FY 20/21) and final engineering and right-of-way acquisition (FY 21/22).
 - Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$2M) to supplement construction and construction support activities as needed.
 - Freeway Service Patrol:** through the State budget more Caltrans funds may become available reduding the need for Measure D funds
- *RTC will seek grants or could decide at future date whether to utilize bond or other financing that may be required in years 4 and 5 to accelerate delivery.

DRAFT

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Agency: *Santa Cruz County Regional Transportation Commission (SCRTC)*

Expenditure Plan Category: **Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor**

Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333

Amount of Measure funds to be used

Name/Road/ limits	Description, complete streets components	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	5 Year Measure D Total	Total cost estimate	Other fund sources	Est. Construction start date
San Lorenzo Valley (SLV) Safe Routes to Schools sidewalk (SR 9: Fall Creek Rd to SLVHS entrance)-Preconstruction	Sidewalk and transit stop	\$60,000	\$190,000				\$1,539,000	\$1,539,000	TBD: Seek ATP and other grants	FY2020/2021
Estimated Annual Measure D Expenditures		\$60,000	\$190,000	\$0	\$0	\$0				

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Lead Agency: Caltrans

Expenditure Plan Category: **Highway 17 Wildlife Corridor**

Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667

Amount of Measure funds to be used

Name/Road/ limits	Description, complete streets components	Amount of Measure funds to be used					5-Year Measure D	Total cost estimate	Other fund sources	Est. Construction start date
		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect wildlands on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$12.5M**	SHOPP: \$3115k Land Trust: \$3M	FY2020/2021
Estimated Annual Measure D Expenditures		\$0	\$0	\$0	\$0	\$5,000,000				
Carryover Balance - RESERVE for construction		\$166,667	\$333,333	\$500,000	\$666,667	(\$4,166,667)				

*Pre-construction funded through Caltrans SHOPP - \$3.1M. Land Trust has committed private funds for some of construction costs. At a future date, RTC, Caltrans, and Land Trust will evaluate grant financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure.

**Total cost will depend on type of undercrossing built. Design options currently being analyzed.

DRAFT

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Agency: Santa Cruz County Regional Transportation Commission

Expenditure Plan Category: Rail Corridor

Measure D Revenues

	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Estimated Annual Measure D Allocations	\$1,502,431	\$1,502,431	\$1,502,431	\$1,502,431	\$1,502,431

Amount of Measure funds to be used

Name/Road/ limits	Description, complete streets components	Amount of Measure funds to be used					5-Year Measure D	Total cost estimate	Other fund information	Est. Construction start date
		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22				
Unified Corridor Investment Study	Analysis or rail corridor usage options consistent with Measure D	\$500,000					\$500,000	\$824,000	\$324k CT Planning grant	underway
2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$200,000					\$200,000	\$1,100,000	Seeking FEMA	June 2017
Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$300,000					\$300,000	\$300,000		Oct. 2017
Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2017	\$300,000	\$1,300,000	\$600,000			\$2,200,000	\$2,800,000	\$600k RSTP Exchange	Mar. 2018
Drainage repair and improvements	On-going repair and improvement of drainage along the rail line to ensure proper drainage of water and minimize potential damage to rail corridor resulting from storms	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$262,500	\$52.5k/yr		on-going
Track and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$540,000	\$150k/yr	Santa Cruz & Monterey Bay Railway	on-going
Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study			\$900,000	\$1,200,000	\$1,400,000	\$3,500,000	TBD	RTC may seek grants	TBD
Estimated Annual Measure D Expenditures		\$1,460,500	\$1,460,500	\$1,660,500	\$1,360,500	\$1,560,500				
Carry over to next fiscal year		\$41,931	\$83,862	(\$74,207)	\$67,724	\$9,655				

AGENDA: May 4, 2017

TO: Regional Transportation Commission
FROM: Grace Blakeslee, Transportation Planner
RE: Measure D: Community Bridges/Lift Line Five-Year Plan

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Review and provide input on the draft "5-year Program of Projects" for Community Bridges, serving as the Consolidated Transportation Services Agency, for the direct allocation of Measure D funds under the Transit for Seniors and People with Disabilities category (Attachments 1); and,
 2. Schedule a public hearing for June 1, 2017 to consider public input.
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016. The measure provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and rail corridor (8%).

Each agency receiving Measure D revenue is required to annually develop, update, and hold a public hearing to adopt a five-year program of projects, identifying how they will deliver Measure D projects in the upcoming five years. After the close of each fiscal year, agencies must submit an annual report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds). The Measure D annual fiscal audit and Taxpayer Oversight Committee will review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D. The annual reports, including the program of projects approved by each agency, will be posted on the RTC's Measure D website.

DISCUSSION

Twenty percent (20%) of net Measure D revenues are designated for the Transit for Seniors and People with Disabilities category. Four percent of net Measure D revenues are allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County for paratransit service. Community Bridges-Lift Line serves as the CTSA for Santa Cruz County. The remaining 16% of net Measure D revenues under the Transit for Seniors and People with Disabilities investment category are allocated to the Santa Cruz Metropolitan Transit District. As noted in the Expenditure Plan, paratransit services work with social service agencies to increase transportation options for seniors, individuals living with disabilities, and persons with low incomes.

The Measure D five-year funding projection (FY18-FY22) for direct allocation to Community Bridges-Lift Line is approximately \$750,000 per year for a total of \$3,750,000 for the five-year period. Community Bridges-Lift Line draft Measure D five-year plan (FY17-FY22) is attached ([Attachment 1](#)).

The Community Bridges proposed Measure D five-year plan supports the addition of up to 3,800 additional rides (one-way trips) per year over the five-year period (FY18-22) by expanding service. Service days will be expanded from five-days per week (Monday through Friday) to seven-days per week (adding Saturday and Sundays). Service hours will be expanded by 2-1/2 hours/day, from 10:30am to 3:30pm currently, to 9:00am to 4:30pm. The Community Bridges proposed Measure D five-year plan dedicates 50% of Measure D revenues towards service expansion including:

- funding for two new driver positions (32%) to expand Community Bridges transportation services from five (Monday- Friday) to seven days per week;
- a new van driver trainer to ensure new and existing drivers are certified and trained in various vehicle classes in order to quickly fill vacancies and continue transportations services, and to serve as a back-up driver when needed (9%);
- an administrative assistant and dispatcher to support the expanded transportation services (8%); and,
- outreach and publicity to provide materials and videos to promote expanded services (1%).

A summary of job descriptions to be funded through the direct allocation of Measure D revenues to Community Bridges is shown in ([Attachment 2](#)).

Community Bridges will allocate some of the first five-year revenues towards purchasing or leasing a new operations facility that will house the entire Lift Line operations in one location or for increases in facility leases, including relocation if needed (48%). Once the new operations facility is built, Community Bridges plans to provide even more additional service with future Measure D funds. Other Measure D expenses required to support services include purchasing vehicles and equipment (4%).

Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D funds that is not a public agency and therefore does not have public meetings subject to the Brown Act. Therefore, approval of the Community Bridges Lift Line Measure D five-year plan will be overseen by the Regional Transportation Commission (RTC) to meet the requirement for a public hearing. The RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed the draft Community Bridges Lift Line Measure D five-year plan at the April 11, 2017 meeting and recommended approval if their proposal was amended to demonstrate how transportation services will be expanded as a result of Measure D and to explain the timeframe for allocations of funding to an operational facility identified in the five-year plan are expected to expire after five years. Attachment 1 reflects revisions requested by the E&D TAC. At their May 17, 2017 meeting, the Community Bridges Board will consider approval of the five-year plan for consideration by the RTC. This plan will be adjusted annually based on updated project schedule and cost information, as well as information on any grants and other funds agencies are able to secure for the projects.

Staff recommends that the Regional Transportation Commission (RTC) review and provide input on the Measure D draft "5-year Program of Projects" for Community Bridges, serving as the Consolidated Transportation Services Agency (Attachment 1); and, schedule a public hearing for June 1, 2017 to consider public input.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to spend Measure D funds. Staff recommends that the Regional Transportation Commission (RTC) review and provide input on the Measure D draft "5-year Program of Projects" for Community Bridges, serving as the Consolidated Transportation Services Agency (Attachment 1). Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency. Approval of Community Bridges Lift Line Measure D five-year plan will be overseen by the Regional Transportation Commission (RTC).

Attachments:

1. Community Bridges Lift Line Paratransit Service 5-year program of projects
2. Community Bridges Lift Line Job Descriptions

Dated: April 24, 2017

Measure D: 5-Year Plan (FY17/18-FY21/22)**Measure D: Transit Seniors and People Living with Disabilities - Direct Allocation****Agency: Consolidated Transportation Services Agency- Community Bridges - Lift Line**

Project name	Description	Cost Estimate 17/18	Cost estimate 18/19	Cost estimate 19/20	Cost estimate 20/21	Cost estimate 21/22	Cost estimate 5 year total	Amount of Measure D funds to be used	Other funds	Schedule (year)	Major project? * (yes/no)
Service Expansion: From 5 to 7 days per week	Driver 1**: Additional driver to provide expanded hours of paratransit service	\$ 111,111	\$ 115,000	\$ 119,025	\$ 123,191	\$ 127,503	\$ 595,830	\$ 595,830		2017-2018	No
Service Expansion: From 5 to 7 days per week	Driver 2**: Additional driver to provide expanded hours of paratransit service	\$ 111,111	\$ 115,000	\$ 119,025	\$ 123,191	\$ 127,503	\$ 595,830	\$ 595,830		2017-2018	No
Service Expansion: From 5 to 7 days per week	Driver Trainer: To support safety and service training for paratransit drivers	\$ 62,260	\$ 66,233	\$ 69,504	\$ 73,080	\$ 77,011	\$ 348,089	\$ 348,089		2017-2018	No
Service Expansion: From 5 to 7 days per week	Admin. Assistant/Dispatcher: To support additional paratransit rides	\$ 53,804	\$ 57,377	\$ 60,373	\$ 63,661	\$ 67,274	\$ 302,489	\$ 302,489		2017-2018	No
Public Outreach	Program publicity: Materials and videos to promote paratransit ride availability	\$ 5,848	\$ 5,848	\$ 5,848	\$ 5,848	\$ 5,848	\$ 29,240	\$ 29,240		2017-2018	No
Capital Investment- Operations Facility	Operations Facility Acquisition: Purchase or lease a new operations facility that will house the entire Lift Line operation in one location. Reserve for projected purchase in 2025	\$ 392,022	\$ 376,698	\$ 362,381	\$ 318,185	\$ 300,714	\$ 5,863,838	\$ 1,750,000	Bank financing for 65% of purchase/renov	2025	Yes
Capital Investment- Operational Facilities	Professional Services to Support Operations Facility Acquisition: Facility project management-architects, environ review, design	\$ -	\$ -	\$ -	\$ 29,000	\$ 30,304	\$ 59,304	\$ 59,304		2017-2018	No
Capital Investment- Vehicle Equipment Reserve	Two new paratransit vehicles and equipment replacement (e.g. vehicle hoist)	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000	\$ 150,000		2018	No
		\$ 766,156	\$ 766,156	\$ 766,156	\$ 766,156	\$ 766,156	\$ 7,944,618	\$ 3,830,780			

**Operating costs include driver support (Mechanic, IT Support, Fleet manager, Program Supervisor) salaries and fringes, vehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as taxes and licenses related to paratransit services. It also includes a prorated allocation of costs such as general liability insurance, staff training and other indirect costs.

Measure D: 5-Year Plan (FY17/18-FY21/22)

Project name:

Location:

Description:

Purpose/Need/Benefits:

Community Bridges - Lift Line Operations Facility
To be determined
Lift Line Administrative offices, maintenance facility, fleet parking
<p>Purchase property and construct an operations facility that will house the entire CTSA Lift Line operations in one location. Funds could also be used for increases in facility leases to include relocating from our current location(s). Our maintenance facility in Watsonville is currently a month to month lease. If we had to relocate a new lease could more than double the current lease amount of \$3,600 per month. With five years of reserves and on the sixth year Lift Line plans on purchasing property to start the construction project of operations facility. We also plan on seeking additional funding for this project.</p> <p>New Facility to include the following but not limited to;</p> <ol style="list-style-type: none"> 1) Operational offices 2) Dispatch & Intake station 3) Driver holding area (extra board) and lockers. 4) Breakroom 5) Maintenance shop 6) Proper Vehicle Hoists (Large Bus & Mini Vans) 7) Fuel Station (time and money) 8) Wash Station 9) Shop Ventilation System 10) Hazardous Waste storage

Schedule

Total Cost by Phase

Envir. Review	Design	Acquisition	Construction	Contingency/ Fees	Total
2026	2025	2025	2028	2028	
\$ 124,297	\$ 597,301	\$ 1,750,000	\$ 3,120,000	\$ 272,240	\$ 5,863,838
\$ 124,297	\$ 597,301	\$ 612,500	\$ 1,137,500		\$ 2,471,598
				\$ 272,240	\$ 272,240
		\$ 1,137,500	\$ 1,982,500		\$ 3,120,000

Measure D Funds

Fund - Capital Campaign/ Donations

Fund - Commercial Loan

Other Info:

Personnel/Consultants:

Personnel	120,000
Legal	7,500
Bidding Expense	6,500

Pre-Development:

Architecture Design	554,101
Survey / Engineering	43,200
Permits, Inspections and Fees	16,524

Acquisition:

Land Costs	1,750,000
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Construction/Renovation:

Basic Construction / Renovation @ \$240 sq ft	3,120,000
Permits, Inspections and Fees	64,573
Equipment / Furnishings	75,000
Contingency / Utility Fees	106,440

Total Preliminary Cost **5,863,838**

Measure D: 5-Year Plan (FY17/18-FY21/22)

Project name:

Location:

Description:

Purpose/Need/Benefits:

Community Bridges - Lift Line Vehicle and Equipment Acquisition
N/A
Lift Line Paratransit Vehicles & Equipment
<p>Fund reserves that can be used for 2 new fleet vehicles that cannot be funded through 5310, replace ageing and or worn shop equipment, improvements and or upgrades to maintenance/operations facility.</p> <p>1) 24 passenger bus, the CTSA only has one 24 passenger bus. The bus is getting close to 200,000 miles and is not funded through 5310 due to no wheelchair lift.</p> <p>2) Electric vehicle, CTSA to experiment going green, alternative fuels, environmentally friendly vehicle program.</p> <p>3) 5310 vehicle match.</p> <p>4) Replace old and worn shop equipment such as vehicle hoist, rolling bridge jacks, tire mounting equipment. (Shop equipment is no longer funded through 5310).</p> <p>5) <i>Maintenance of current leased facility, with improvements such as install better lighting, new hot water heater, fix leaking roof, and upgrades to building, bathrooms and offices.</i></p>

Schedule (estimated)

Total Cost by Phase

Measure D Funds

Matching Funds

24 Passenger	Electric Van	Equipment	Total
2018-2019	2017-2018		
\$ 84,608	\$ 40,075	\$ 25,317	\$ 150,000
\$ 84,608	\$ 40,075	\$ 25,317	\$ 150,000
Starcraft	Via Electric/ Nissan		

Other Info (e.g. map, photos, etc)

New Job Positions

1. Van Driver Trainer

The Van Driver Trainer will provide instruction and training to on-call class C driver's to move towards becoming successful Van Driver II with a commercial class B driver's license with passenger endorsement. The Van Driver Trainer will conduct on-going training to all Lift Line Van Drivers on all aspects of driving, stay-up to date with the driving laws and disseminate information in relation to safe driving. The Van Driver Trainer will also lead the CTSA Safety, Training and Accident Review Committee which will assess current practices and areas of improvement to prevent and reduce accidents and best practices. The Van Driver Trainer will also conduct driver evaluations, conduct ride alongs and hold regular driver meetings to maintain a strong working team that is goal oriented.

The Van Driver Trainer position will also be satisfying the recommended operational functions of personnel stated in the FY 2013-2015 Triennial Performance Audit of Santa Cruz County Transit Operators. The Triennial Performance report clearly states the following, 'Support staff workloads and delays in drivers earning their Class B license show the continued need for an in-house driver/trainer/supervisor to improve operations.'

Having a Van Driver Trainer will be a benefit to both drivers and passengers. Trained drivers will, in result drive Lift Line vehicles in a sympathetic manner, thus leading to a fewer accident, lowering insurance premiums, reduction in maintenance and fuel cost and driver techniques that will be transferred to their own vehicles. Finally the ones who will most benefit from having highly trained drivers are the passengers who will be transported in a safe and comfortable manner.

2. Administrative Assistant

The Administrative Assistant will be a support to Lift Line's administrative staff directly. The Administrative Assistant will follow through with the entire Lift Line program application process, receive and screen telephone calls, maintain records, prepare statistical data, follow through with correspondence and coordination of tasks. The Administrative will also work as a scheduler/dispatcher when needed and provide support to the drivers.

Having an Administrative Assistant for the Lift Line program will not only allow upper management to focus on rebuilding the Lift Line program such as revising policy and procedure, innovating techniques and practices, improving employee retention and moral etc. the Administrative Assistant will also become a recognizable person to the program and the community and will make clients feel welcome. The Administrative Assistant will be the first point of contact for clients and their families as well as community partners. After getting hired it is expected that the Administrative Assistant will become versed in the Lift Line program and can contribute to conversation on program improvements as well as answer questions,

handling phone calls and/or refer callers to the correct personnel or alternate resources.

The Administrative Assistant will also embrace the roll of coordinating outreach throughout the community to ensure that the residents that are in need of the service know that it is available. Once residents are accepted to the program and are able to receive services the Administrative Assistant will assist clients how to best utilize Lift Line services to fulfill their needs.

3. Van Driver II

A Van Driver II provides door-to-door service for elderly and or disabled residents. A Van Driver II provides door-to-door service by assisting both ambulatory and non-ambulatory passengers on and off the van in a safe and courteous manner. A Van Driver II will maintain the vehicle in a clean, safe and orderly manner. A Van Driver II is expected to determine the safest and most efficient pick up and drop off routes as well as make adjustments to unanticipated changes. A Van Driver II will be expected to notice visible changes in physical or mental health of persons regularly transported and communicate this information to appropriate personnel for follow-up. A van Driver II is able to describe program services and is constant direct contact with the residents Lift Line serves.

Additional drivers will allow Lift Line to open up the window of in county medical rides which will be a direct benefit to current and future Lift Line clients and their families. Currently Lift Line operates 8:00AM to 4:00PM but is only able to provide medical ride transportation between the hours of 10:30AM and 1:30PM. Additional drivers will allow for Lift Line to at least double the window of service for medical rides and add weekend service.

Expanding the window of service will allow more flexibility and with Lift Line clients and to meet Lift Line riders critical needs.