



Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
(Also serves as the Social Service Transportation Advisory Council)

NOTE LOCATION:

AGENDA ~ 1:30pm- 3:30pm, Tuesday, December 13, 2016
Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95060

1. **1:30pm – Call to Order**
2. **1:30pm - Introductions**
3. **1:35pm - Oral communications**
4. **1:40pm- Additions or deletions to the consent or regular agenda**

1:42pm- 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.

5. **Approve Minutes from August 9, 2016 – pg.4**
6. **Receive Transportation Development Act Revenues Report – pg.7**
7. **Receive RTC Meeting Highlights – pg. 8**
8. **Recommend the RTC approve Dulce Lizarraga-Chagolla for the member position representing Social Services Provider- Seniors (County) – pg.12**
9. **Receive resignation from Brent Gifford – pg.15**
10. **Receive E&D TAC Roster – pg.16**
11. **Receive Information Items – pg.17**
 - a. Report- Mineta Transportation Institute, Improving Pathway to Transit for Persons with Disabilities, August 2016
 - b. Blog- Innovations in Public Transit: West Salem Connectors Flexible On-Demand Service, June 2016
 - c. Article- On Call Partners with Lyft for Enhanced Customer Experience in Non-Emergency Transportation- One Call Care Management, August 2016

- d. Article- Pedestrians May Run Rampant in a World of Self Driving Cars, UCSC News, October 2016

12. Receive Agency Updates *(other than items on the regular agenda)* - **pg.25**

- a. Volunteer Center- FY15/16 4th Quarter TDA Report
- b. Community Bridges – FY15/16 3rd Quarter TDA Report
- c. Santa Cruz Metro –
 - i. ParaCruz Report from April –May 2016

REGULAR AGENDA

- 13. 1:45pm- Measure D - pg.40
- 14. 1:55pm- City of Watsonville Airport Boulevard Improvements - pg.49
- 15. 2:05pm- City of Santa Cruz Pacific Avenue Contraflow Bike Lane Project - pg.52
- 16. 2:20pm- Unified Corridor Investment Study – Project Update & Draft Goals - pg.54
- 17. 2:30pm- Mar Vista Bicycle and Pedestrian Overcrossing Design- pg.61
- 18. 2:45pm- Pedestrian Safety Workgroup Update- Draft Brochure What Pedestrians and Bicyclists Want Each Other to Know- pg.64
- 19. 3:00pm- 2017 State and Federal Legislative Programs Report - pg.67
- 20. 3:15pm- Section 5310 Grant Cycle pg.72
- 21. 3:30pm- Adjourn

Next meeting: 1:30 pm, February 14, 2017 @ RTC Office, Santa Cruz

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org*

2017 State and Federal Legislative Programs

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities.

This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, please attend the meeting smoke and scent-free.

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

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Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Minutes
Tuesday, August 9, 2016

RTC Offices
1523 Pacific Avenue, Santa Cruz, 95060

1 Call to Order: 1:30 pm

2. Introductions

Members Present:

Kirk Ance, Community Bridges, Lift Line,
CTSA
Pam Arnsberger, 2nd District
Lori Bettencourt, 5th District
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Hope Services
Cara Lamb, Potential Transit User

Alternates Present:

Tom Duncanson, 2nd District
John Mills, Potential Transit User
April Warnock, Metro Transit/ParaCruz

Excused Absences:

Debbi Brooks, Social Service Provider -
Persons of Limited Means
Clay Kempf, Social Service Provider -
Seniors
Greta Kleiner, Potential Transit User
(Disabled)

Unexcused Absences:

Brent Gifford, 1st District
Michael Molesky, Social Service Provider
Disabled (County)

RTC Staff Present:

Cathy Judd
Rachel Moriconi

Others Present:

Claire Fliesler, City of Santa Cruz
Scott Hamby, City of Scotts Valley
Dulce Lizarraga-Chagolla, CCCIL

3. Oral Communications

- Area Agency on Aging Advisory Council is listed among the endorsers of TRIP
- Copies of the current Headways are available
- Metro has not had to lay off any employees and service reductions are smaller than previously discussed. Service changes go into effect September 8th. Information is available on Metro website.

4. Additions or deletions to consent and regular agenda - None

CONSENT AGENDA

Action: A motion (Berkowitz/Lamb) was made to approve the Consent Agenda with corrections to the minutes of June 14, 2016. The motion passed unanimously with members Ance, Arnsberger, Bettencourt, Berkowitz, Daugherty, Elsea, French and Lamb voting in favor. No votes were cast in opposition.

5. Approved Minutes from June 14, 2016 with the following corrections:
 - Item 5 - correct the spelling of Veronica Else to Veronica Elsea
 - Item 16 – second paragraph “grant program to fund...” change the content from “mobility impaired persons” to read “visually and mobility impaired persons”
 - Item 18 – correct the content from “Bicycles” to “Bicyclists”
6. Received Transportation Development Act Revenues Report
7. Received Information Items
 - a. Plan for Art along the Coastal Rail Trail in Santa Cruz Flyer
Meeting will be held by City of Santa Cruz Arts Department on August 11 at Kelly’s French Bakery on Ingalls St. Committee members suggested that outreach for art planning include schools and senior groups, such as the I-You Venture.
8. Received Agency Updates - None

REGULAR AGENDA

9. 2016 Surface Transportation Block Grant Program (STBG) Recommendations

Rachel Moriconi, RTC Senior Transportation Planner, summarized the staff report, which included a list of projects for which applications were submitted, criteria used to evaluate project applications, and preliminary staff recommendations for \$7 million in Surface Transportation Block Grant Program (STBG) funds. Members discussed some of the projects on the list of recommendations.

Action: A motion (Ance/Lamb) was made to recommend that the RTC board approve the staff recommendations for STBG funding as presented, including a friendly amendment to the motion (Berkowitz) that evaluation criteria be added in future funding cycles for projects in rural areas that serve as the single option for ingress/egress. The motion passed unanimously with members Ance, Arnsberger, Bettencourt, Berkowitz, Daugherty, Elsea, French and Lamb voting in favor. No votes were cast in opposition.
10. 2016 Transportation Improvement Plan Ballot Measure Update

Rachel Moriconi, RTC Senior Transportation Planner, updated members on the transportation sales tax measure that has been placed on the November ballot. She highlighted the changes in the funding allocations and conditions made since the Committee last reviewed the draft Expenditure Plan. A campaign committee has been established and RTC staff is only providing information. Discussion included the unmet

transportation needs for low income individuals and that LiftLine would use measure funds to increase service.

11. Pedestrian Safety Workgroup Verbal Update – Draft Brochure “What Pedestrian and Bicyclist Want Each Other to Know”

Veronica Elsea, Pedestrian Safety Workgroup Chair, mentioned that the group continues to work on the brochure and at their July meeting looked at the suggestions from the Bicycle Advisory Committee, additional suggestions from the South County Pedestrian and Bicycle Program, the Community Traffic Safety Coalition, and others. The group is working on the language and grouping items into similar categories and will come back to the E&D TAC with the next draft. In response to member questions Ms. Elsea mentioned that the group is getting input from CHP, County Sheriff, and local police. The next meeting of the Pedestrian Safety Work Group will be Tuesday, August 23 from 10:00 am to noon in the RTC conference room.

12. Adjourn 3:00 pm

Respectfully submitted, Cathy Judd, RTC Staff

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**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	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				
JANUARY	631,600	637,176				
FEBRUARY	842,100	849,639				
MARCH	763,406	783,442				
APRIL	559,000	555,688				
MAY	745,400	740,917				
JUNE	795,139	904,623				
TOTAL	8,970,056	9,059,403	3,875,366	49,823	0.55%	43%

Note:

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Santa Cruz County Regional Transportation Commission (RTC)

August 4th 2016 Meeting Highlights

City of Scotts Valley Public Works presentation

The [Regional Transportation Commission](#) received a presentation from the City of Scotts Valley Public Works Director Scott Hamby highlighting priority transportation projects for the city that have received funding from the Regional Transportation Commission, including: crosswalk improvements near schools and the post office; and the Mount Hermon/Scotts Valley Drive and Whispering Pines intersection project. Mr. Hamby also discussed the Eastern Corridor Surface Transportation Block Grant Program (STBG) application for Green Hills Road and Glen Canyon Road.

Transportation Development Act (TDA) Funding approved for County of Santa Cruz bicycle and pedestrian projects

The [Regional Transportation Commission](#) approved \$386,069 in TDA funding for the County of Santa Cruz for bicycle and pedestrian improvement projects. The funding allocations will be used for bike lane maintenance, the Boulder Creek Elementary School Pedestrian Safety Project, and the Twin Lakes State Beach Beachfront project (which is part of the Monterey Bay Sanctuary Scenic Trail). In addition to planning activities, TDA funds may only be used for transit, bicycle, and pedestrian projects.

Project list for the 2040 Santa Cruz County Regional Transportation Plan

The [Regional Transportation Commission](#) approved the draft comprehensive list of transportation projects in Santa Cruz County for the long range, 2040 Regional Transportation Plan (RTP). The list includes ongoing costs to operate and maintain existing road and transit systems, as well as highway, local roadway, transit, rail, bicycle, and pedestrian projects that have been identified by project sponsors (including local jurisdictions, Metro, UCSC), RTC committees, and members of the public to improve the transportation system in Santa Cruz County. The next step will be to prioritize the projects on this list that are financially feasible given expected revenue sources that will fund less than half of what would be needed to implement all the projects. The approved priority project lists for Santa Cruz County will be submitted to the Association of Monterey Bay Area Governments (AMBAG) for inclusion in the 2040 Metropolitan Transportation Plan - Sustainable Communities Strategy (2040 MTP-SCS) for the tri-county AMBAG region. The 2040 RTP and 2040 MTP-SCS are scheduled for approval in June 2018.

Polar Express Operating Plan and License

The [Regional Transportation Commission](#) received a proposal from Iowa Pacific, doing business locally as the Santa Cruz & Monterey Bay Railway, to operate a Polar Express excursion on the Santa Cruz Branch Rail Line from Santa Cruz Boardwalk to the Capitola area for the 2016 holiday season. The Commission postponed the decision to approve the operating plan and license until the Transportation Policy Workshop on August 18, 2016 at the RTC Office, pending further coordination with the City of Capitola and other key stakeholders.

Santa Cruz County Regional Transportation Commission (RTC)

September 1st 2016 Meeting Highlights

Public Hearing: Adoption of the 2016 Surface Transportation Block Grant Program (STBG)

Following a public hearing, the [Regional Transportation Commission](#) selected 16 projects to receive \$7 million in regional shares of federal transportation funds. Projects include major pavement repairs on local roads, Highway 1/9 intersection, Highway 1 Corridor environmental analysis, Cruz511.org and Freeway Service Patrol traveler assistance programs, safe routes to schools bicycle and walking education programs, Watsonville Open Streets, and replacement of a diesel bus with a low emission bus. Additional information is available online at: www.sccrtc.org/funding-planning/project-funding/. Due to diminishing state and federal funds, this was the first time that the RTC has programmed grant funds to local projects since 2013.

Roadmap for Rail Corridor development

The [Regional Transportation Commission](#) reviewed the context of relevant work undertaken to date that affects plans for the rail corridor. The RTC confirmed that future decisions regarding use of the rail corridor will be consistent with the goals, policies and targets included in the approved Regional Transportation Plan, and with commitments for projects that have received funding to ensure that such funding is not lost. Measure D includes funding only for maintenance of the corridor and an environmental and economic analysis to answer important community questions about possible future transit and other transportation uses of the rail corridor through an open, transparent public process.

Funding for Highway 9/San Lorenzo Valley Plan and Unified Corridor Investment Study

The [Regional Transportation Commission](#) amended the RTC Budget and Work Program so that work can begin on two projects funded through the Caltrans' Sustainable Transportation Planning Grant Program. Funding was awarded to the Regional Transportation Commission to develop a complete streets transportation corridor plan for San Lorenzo Valley and a unified corridor investment study to analyze multimodal investment options along Highway 1, the rail corridor, and Soquel Avenue/Drive. The Highway 9/SLV Plan will identify, prioritize, and enable implementation of the most critical and cost effective safety, bicycle, pedestrian, and traffic operations projects through San Lorenzo Valley. The Unified Corridor Investment Study will identify the transportation investments that optimize usage of the Highway 1, Soquel Ave/Dr and the rail line corridor while advancing sustainability targets developed for Santa Cruz County. Public input will be instrumental in both planning efforts. To sign up for updates on these or other RTC projects visit: <http://sccrtc.org/about/esubscriptions/>.

Santa Cruz County Regional Transportation Commission (RTC)

October 6th 2016 Meeting Highlights

Project Updates from County of Santa Cruz Public Works

The [Regional Transportation Commission](#) received a status report on County of Santa Cruz transportation projects. County Assistant Public Works Director Steve Wiesner appreciated the RTC for providing funding for the recently completed Freedom Boulevard resurfacing project in Aptos, as well as storm damage repairs on Nelson Road and El Rancho Road,

and past and upcoming resurfacing and complete streets projects on several roadways throughout the county. He noted that with over 600 miles of roads and state gas tax funding dropping significantly in recent years, the County cannot keep up with all of the infrastructure preservation maintenance required and the average pavement condition has dropped to “poor” (PCI 46 out of 100). He emphasized the need for additional funding and that Measure D would provide an additional \$2.5 million each year to repair roads and build bicycle and pedestrian projects in unincorporated areas of the county. See www.sccrtc.org/move for more information.

Community Bridges Programs in the November 2016 Transportation Improvement Ballot Measure

The [Regional Transportation Commission](http://www.sccrtc.org/move) received an overview of Community Bridges’ Lift Line program which provides assistive transportation services to seniors and people with disabilities throughout Santa Cruz County. Seniors comprise the fastest growing segment of the population in Santa Cruz County, with nearly 100 people turning 60 every day. Chief Executive Officer, Raymon Cancino, stressed that services like Lift Line provide safety net transportation services for critically needed medical appointments, especially for those who cannot afford or live outside the service area for ParaCruz. Funding from Measure D would allow Lift Line to increase service from five to seven days a week, and increase their ability to serve the county’s disadvantaged populations by 30%. See www.sccrtc.org/move for more information.

Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing: Consultant Service Agreement

The [Regional Transportation Commission](http://www.sccrtc.org/move) authorized the Executive Director to negotiate an agreement with the consultant team led by Moffat and Nichol to prepare the preliminary design plans and environmental studies for the Highway 1 Mar Vista Bike/Pedestrian Overcrossing. A consultant evaluation committee comprised of staff from Caltrans, the Santa Cruz County Public Works Department, and RTC unanimously recommended this team as the best qualified for the project. The first step will be to develop alternative design plans and hold community meetings to identify a preferred alternative that minimizes impacts to the surrounding environment and neighborhood, and provides a safe path for pedestrians and bicyclists.

Santa Cruz County Regional Transportation Commission (RTC) November 3rd 2016 Meeting Highlights

Draft Highway 17 Access Management Plan (AMP)

The [Regional Transportation Commission](http://www.sccrtc.org/move) received an update from [Caltrans District 5](http://www.caltrans.ca.gov/districts) on the Draft Highway 17 Access Management Plan (AMP) that is analyzing the 7.1 mile segment on Highway 17 between Granite Creek Road and Summit Road. An average of 60,000 vehicles per day travel on this section of the highway and it is expected to grow to 75,000 vehicles. The goal for the Highway 17 AMP is to be a tool for managing the corridor to achieve optimal safety and mobility for both regional and interregional travelers, and promote environmental and economic sustainability for the communities along the corridor. While no funding is identified for implementation of the proposed improvements, Measure D would provide funding for important operational and safety improvements, including: a vital wildlife crossing, continuation of the Freeway Service Patrol to assist stranded vehicles and removal of obstacles from the roadway, and

Cruz511 which helps commuters form carpools and vanpools, and provides information on the Highway 17 Express Bus service.

Project Updates from City of Watsonville Public Works

The [Regional Transportation Commission](#) received information from the City of Watsonville Public Works and Utilities Department on transportation projects. Watsonville staff provided updates on projects that have received funds from the RTC, including: reconstruction of major roadways on Airport Boulevard, Green Valley Road, and Freedom Boulevard; a section of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) /Rail Trail near Lee Road, and sidewalk infill projects; planning, outreach, and education for the Freedom Boulevard Plan Line; an Open Streets event; and a new pedestrian bridge over Highway 1 at Harkins Slough Road. With existing road network conditions continuing to deteriorate, Watsonville currently has a Pavement Condition Index (PCI) score of 53 out of 100. Funds from Measure D would double the City's annual road repair budget to help address the current lack of funding.

Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing: Consultant Agreement and Budget Amendment

The [Regional Transportation Commission](#) awarded a construction contract to the firm of Moffat and Nichol, Inc. to begin preliminary design plans and environmental studies for construction of the Highway 1 Mar Vista Bike/Pedestrian Overcrossing in Aptos. Work will begin immediately on the development of design alternatives that minimize impacts to the surrounding residences and natural environment in the area. A community workshop will be held in early spring to review design options and identify a preferred alternative that best addresses the community's interests and concerns while providing a safe path for pedestrians and bicyclists. Completion of the preliminary design plans and environmental analysis is expected in June 2018, allowing work to continue with the preparation of final engineering plans to bid and award a construction contract. The Measure D Highway category includes funds for construction of this and one other bicycle/pedestrian bridge over Highway 1 at Chanticleer in Live Oak.

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Dulce Ma. Lizanaga-Chagolla

Home address: _____

Mailing address (if different): (CCCIL Office)

Phone: (home) _____ (business/Work: _____)

E-mail: _____

Length of residence in Santa Cruz County: 24 years

Position(s) I am applying for: ☐ Any appropriate position

☒ Social Services Provider Seniors ☐
(County)

Previous experience on a government commission or committee (please specify)

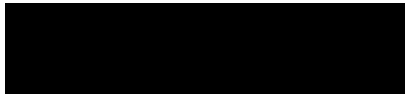
None at this moment.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Walnut Avenue Women's center	303 Walnut Ave Santa Cruz CA. 95060	Volunteer at Children center	September to December 2014
Early childhood Education center	Weeks Ave. Santa Cruz CA.		
Coastline Inc Support	500 seabright Ave. Suite 103 Santa Cruz CA. 95062	In home support Services Companionship	January 2015 to May 2016
CCCIL	1350-41st Avenue, Capitola CA. 95010	Community Advocacy	May 2016 to Current

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



9-23-2016

Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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Statement of Qualifications:

My name is Dulce Lizarraga-Chagolla, and I have been living in Santa Cruz County for 24 years. I'm interested in serving on the ED & TAC committee because of the work they do to support people with disabilities. I strongly believe that working in collaboration with this committee can help improve the future of the disabled community which I believe is secluded. The influenced of working for CCCIL (Central Coast center for Independent Living) as a community organizer can allowed me to advocate in the Transportation field and provide direct output of what the needs are for people with disabilities.

Grace Blakeslee

From: Brent Gifford [REDACTED]
Sent: Monday, August 15, 2016 12:45 PM
To: Grace Blakeslee
Subject: I apologize

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Grace et al,

I am sorry that I have not attended the last 4 EandD TAC .Meetings. My Health has been deterrating rapidly and one of the symptoms is my hearing has become severely compromised.

I was either in E R or a Doctor's office during the meeting times. I need to pay attention to my physical wellbeing as well as some Neuro stuff. I know that most of the people sitting at that table are people with hearts of service and I appreciate all of the work that you do and for the time being I am unable to function much beyond daily living skills. I am hopeful that I will improve over the next months with lots of Physical Therapy and the like, I will persist. I need to resign my position on the EandD TAC for health reasons. Thank you for your time and all that you contribute to the community.

Brent

Brent A. Gifford The Great Blindini-Magician Clinical Hypnotherapist [REDACTED]



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
December 2016

(Year in Parentheses) = Membership Expiration Date

Members	Representing	Alternate
Clay Kempf (2019)	Social Services Provider - Seniors	Patty Talbot (2019)
Dulce Lizarraga-Chagolla (2020)	Social Services Provider - Seniors (County)	vacant
Sally French (2019)	Social Service Provider - Disabled	Sheryl Hagemann (2017)
Michael Molesky (2017)	Social Service Provider - Disabled (County)	vacant
Debbie Brooks (2019)	Social Service Provider - Persons of Limited Means	Donna Patters (2018)
Lisa Berkowitz (2019)	CTSA (Community Bridges)	Bonnie McDonald (2017)
Kirk Ance (2017)	CTSA (Lift Line)	Laura Diaz (2018)
John Daugherty, vice chair (2019)	SCMTD (Metro)	April Warnock (2017)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
Greta Kleiner (2018)	Potential Transit User (Disabled)	John Mills (2019)

Supervisory District Representatives		
Members	Representing	Alternate
vacant	1st District (Leopold)	vacant
Pam Arnsberger (2018)	2nd District (Friend)	Tom Duncanson (2019)
Veronica Elsea, Chair (2019)	3rd District (Coonerty)	Charlie Levine (2018)
Lori Welch (2019)	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

Grace Blakeslee, Staff, Regional Transportation Commission

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Jeff Morales

Beverley Swaim-Staley

Michael Townes

Marlene Turner, Ph.D.

Richard A. White

Bud Wright

Edward Wytkind

Improving Pathways to Transit for Persons with Disabilities

Stephanie DiPetrillo, Andrea Lubin, Anastasia Loukaitou-Sideris, Carla Salehian, Stephen Gibson, Kristine Williams, and Theodore Trent Green

MTI Project 1233

August 2016

Enabling full access to different modes of public transportation provides persons with disabilities a greater degree of freedom, mobility, and independence in their daily lives, and allows them to access life-sustaining and life-enhancing services. Making transit vehicles, stations, and stops ADA-accessible, however, are not the only steps needed to achieve full access and the mobility afforded by that access. For persons with disabilities, the infrastructure that surrounds stations and stops and the pathways that lead to these transit facilities must also be sufficient to create unobstructed access to transit services. To explore ways to address this need, the research team examined strategies employed by transit agencies and their partners when making improvements in the built environment that permit persons with disabilities fuller access to public transportation. We also sought to understand the challenges faced when attempting to make these improvements in places that lie beyond agency property.

Study Methods

The research team used a case-study approach to identify and explore successful efforts to improve pathways to transit. We conducted a brief national survey of agencies actively working toward the goal of improving pathways to transit and used responses to identify potential locations for further investigation. We selected five agencies operating in diverse locations for further study and conducted in-person interviews and site visits to learn more about the strategies used by the agencies and their partners to make improvements to the built environment that allow persons with disabilities to access and use public transportation. The agencies profiled are Memphis Area Transit Authority (MATA), Memphis, Tennessee; Broward County Transit (BCT), Florida; Link Transit, Wenatchee, Washington; TriMet, Portland, Oregon; and NJ TRANSIT, Newark and New Brunswick, New Jersey.

Findings

The agencies profiled employ many strategies to improve accessibility and to extend access into communities in which they operate. We discuss seventeen projects and programs undertaken by the agencies, each of which advances pathway improvements. Broadly, each of these efforts can be categorized by its area of impact or the lever by which change is enacted – through the use of evaluation and planning practices, physical improvements to station or stop areas, adoption and implementation of Complete Street policies, and by the enhancement of passenger capacity through initiatives like passenger travel training.

While ADA accessibility of transit stations and stops is critical and being implemented throughout the U.S., only when the infrastructure and the pathways surrounding these services are also made accessible can full access be achieved.



SW Oak & 17th – Before (Left) and After (Right) for Line 57-TV Highway Improvement, TriMet, Portland, Oregon

Policy Recommendations

The authors recommend that people with disabilities are best served when agencies employ a multi-pronged approach toward making improvements to the pathways to transit that allows them to:

- **understand the needs** of their consumers with disabilities through direct outreach to consumers, evaluation of routes and ongoing data collection efforts to monitor progress,
- **pursue partnerships** with advocacy groups, metropolitan planning organizations and local governments to promote connectivity between land use and transit and to allow for sharing of costs,
- **communicate** their plans to promote information sharing,
- **approach cost and funding issues creatively** by exploring less expensive means to meet goals and pooling resources,
- **think holistically about projects** to more closely align transportation services with consumer needs, and
- **incorporate new technologies** while taking into consideration long-term costs, reuse of materials and the use of green materials.

Ultimately agencies should understand that improving the pathways to transit enhance travel for all users. The true measure of success is a seamless trip from origin to destination.

About the Authors

Stephanie DiPetrillo is Senior Research Associate at the Alan M. Voorhees Transportation Center, Rutgers University; Andrea Lubin is Senior Research Associate at the Alan M. Voorhees Transportation Center, Rutgers University; Anastasia Loukaitou-Sideris is a Professor of Urban Planning and Associate Dean of the UCLA Luskin School of Public Affairs; Carla Salehian is Project and Research Manager at cityLAB, UCLA; Stephen Gibson is Assistant Professor of Landscape Architecture at the University of Western Australia; Kristine Williams is Program Director, Planning and Corridor Management Research at the Center for Urban Transportation Research, University of South Florida; and Theodore Trent Green is Associate Professor of Architecture and Urban Design at the School of Architecture and Community Design – University of South Florida.

To Learn More

For more details about the study, download the full report at transweb.sjsu.edu/project/1233.html

MTI is a University Transportation Center sponsored by the U.S. Department of Transportation's Office of the Assistant Secretary for Research and Technology and by Caltrans. The Institute is located within San José State University's Lucas Graduate School of Business. **WEBSITE** transweb.sjsu.edu



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INNOVATIONS IN PUBLIC TRANSIT: WEST SALEM CONNECTOR'S FLEXIBLE ON-DEMAND SERVICE

Jun 24 2016



Voices for Public Transit is excited to launch our new *Innovations in Public Transit* series. Over the coming weeks and months, we'll be highlighting local examples of how public transportation is evolving around the country and the new technologies public transit systems are trying out to keep people moving.

One innovative project that challenges traditional perceptions of public transit can be found in the Pacific Northwest.

On-Demand Service Works for Oregon's Capital

Every community can benefit from public transportation, but no single type of public transit works everywhere. **People in smaller towns, suburbs, and rural areas need mobility as much as people in large cities, but high-capacity vehicles — such as trains — are impractical.** Even traditional bus systems do not make sense for every community, given limitations of geography, population density, and funding.

In Oregon's Salem-Keizer area, including state capital Salem (pop. 160,600), there is strong demand for public transportation, but this demand is not uniform across the region. Salem-Keizer Transit — better known as "Cherriots" — has operated a

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regional bus system since 1979 and also provides paratransit service to people with disabilities.

In 2015, facing budget constraints and recognizing that two fixed bus routes were underutilized in the West Salem area, [Cherriots made the difficult decision to cut the routes](#). Yet, Cherriots still needed to serve West Salem residents who rely on public transportation. **How could they continue to meet the needs of riders and offer service in a hilly area with winding streets that did not easily accommodate traditional bus service?** Technology — and a new concept — offered a solution.

Following the Example of Rideshare Services

On June 1, 2015, Cherriots introduced its [West Salem Connector service](#):

- **A New Approach.** Rather than following a fixed route, mini Connector buses pick up riders at any one of 26 Connector points spread throughout the area. The Connector vehicles [transport passengers to any other Connector point](#), including three points that connect to traditional fixed bus routes. Riders can then travel via regular bus to downtown Salem.
- **Added Convenience.** Passengers can book rides online via computer or smartphone — [similar to private rideshare services like Uber](#). Rides can also be booked by calling a local number and speaking to a customer service representative. Passengers can schedule their pick-up from a half-hour to two weeks in advance; they can also schedule recurring trips. At the most utilized Connector point, walk-on passengers can also board without scheduling in advance.
- **Advanced Technology and Mobile Data Connections.** While on-demand transit has been around a long time, these services often require rides to be scheduled one or two days in advance. The West Salem Connector can process requests and route drivers in near real-time thanks to the system's incorporation of new, innovative technologies.

The flexibility and efficiency of the West Salem Connector could become a model for other regions of similar size or facing similar geographic challenges. Topeka and suburban Chicago transit systems have already adopted similar technology. Should your community be next?

Join in the conversation. [Share with our community](#) what innovations and new ideas are being deployed in your area — or what changes you would like to see.

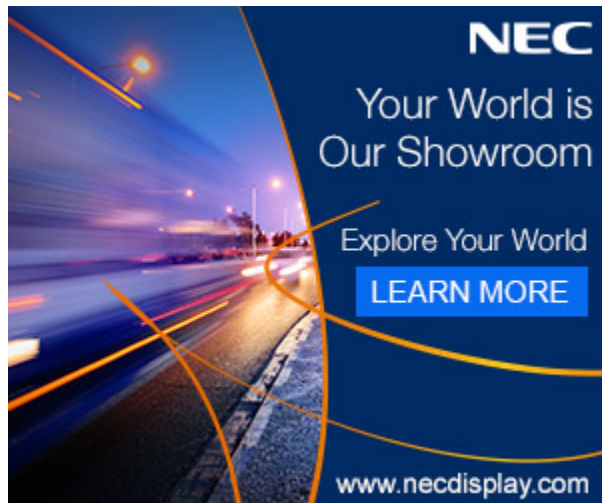


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One Call Partners With Lyft For Enhanced Customer Experience in Non-Emergency Transportation

Source: [One Call Care Management \(One Call\)](#) Aug 22, 2016

[Request more information](#)



[One Call Care Management](#) (One Call) recently announced a partnership with ridesharing service, [Lyft](#), to provide non-emergency patients with transportation.

One Call and Lyft have integrated their transportation platforms, creating an active ride management tool that allows users to monitor and confirm transportation in real-time.

“Our top priority is innovating and delivering new and exciting products, that significantly enhance the experience for our customers and patients,” said Joseph McCullough, senior vice president of One Call Transportation and Translation. “In addition to unprecedented transparency via real-time visibility into trip status and improved estimated pick-up times, our partnership with Lyft enables us to proactively resolve service interruptions that have historically plagued the healthcare transportation industry. This is a key step toward ensuring that patients no longer have to worry about missing scheduled medical appointments.”

During an initial pilot, One Call was able to increase the fulfillment of rush requests by 64 percent when utilizing Lyft’s extensive driver community. This additional fulfillment ability allowed rush case patients to reach their appointments on time, eliminate costly fees typically associated with these trips and lower the cost of care.

“Lyft’s mission has always been to reconnect people and communities through effective

transportation. This is no different in healthcare and partnering with One Call furthers our mission,” said Gyre Renwick, head of healthcare enterprise partnerships. “Our system offers One Call’s customers instantaneous metrics and services that are not available when they use other types of transportation or services.”

The integrated One Call and Lyft platform has many added benefits, which include delivery of real-time data, immediate patient feedback, notice of driver delays, elimination of drivers’ wait time during appointments, and a smartphone app. Lyft currently operates in more than 200 cities nationwide, further expanding One Call’s market-leading transportation network.

UC Santa Cruz
Newscenter

Pedestrians may run rampant in a world of self-driving cars

Would you look both ways if you knew cars would always stop?

October 26, 2016

By Guy Lasnier

Imagine an urban neighborhood where most of the cars drive themselves. What would it be like to be a pedestrian?

Actually, pretty good, according to Adam Millard-Ball, assistant professor of environmental studies at UC Santa Cruz. In fact, pedestrians might end up with the run of the place.

In a new study, "Pedestrians, Autonomous Vehicles, and Cities," published online Wednesday (Oct. 26) in the *Journal of Planning Education and Research*, Millard-Ball looks at the prospect of urban areas where a majority of vehicles are "autonomous" or self-driving. It's a phenomenon that's not as far off as one might think.

"Autonomous vehicles have the potential to transform travel behavior," Millard-Ball says. He uses game theory to analyze the interactions between pedestrians and self-driving vehicles, with a focus on yielding at crosswalks.

Because autonomous vehicles are by design risk-averse, Millard-Ball's model suggests that pedestrians will be able to act with impunity, and he thinks autonomous vehicles may facilitate a shift towards pedestrian-oriented urban neighborhoods. However, Millard-Ball also finds that the adoption of autonomous vehicles may be hampered by their strategic disadvantage that slows them down in urban traffic.

"Pedestrians routinely play the game of chicken," Millard-Ball writes. Crossing the street, even at a marked crosswalk without a traffic signal, "requires an implicit, instantaneous probability calculation: what are the odds of survival?"

The benefit of crossing the street quickly, instead of taking a long detour or waiting for a gap in traffic, is traded off against the probability of injury or even death. Pedestrians know that drivers are not interested in running them down—usually. But there is the chance a driver may be distracted, drunk, or a sociopath.

Self-driving cars are programmed to obey the rules of the road, including waiting for pedestrians to cross. Secure in the knowledge that a car will yield, pedestrians merely need to act unpredictably or step into the street to force the risk-averse car to stop.

Self-driving cars could provide the most dramatic transformation in urban transportation systems, and the largest upheaval for transportation planning practice, since the arrival of the automobile more than a century ago, Millard-Ball says. Parking, street design, and transit and paratransit service networks are likely to be revolutionized.



Adam Millard-Ball, assistant professor of environmental studies.

Millard-Ball's research links urban planning and environmental economics, with a focus on intersections between climate change and transportation policy. In a previous article, he looked at parking strategies in urban environments that might reduce the practice—and environmental costs—of circling the block to find an open spot.

In his latest study, he also suggests that the potential benefits of self-driving cars—avoiding tedium of traffic and trauma of collisions—may be outweighed by the drawbacks of an always play-it-safe vehicle that slows traffic for everybody.

“From the point of view of a passenger in an automated car, it would be like driving down a street filled with unaccompanied five-year-old children,” Millard-Ball writes.

The ultimate impacts of autonomous vehicles depend not only on technological advances and market adoption, but also on how planners and policy makers respond, Millard-Ball concludes. One approach would be to maintain traffic speeds by eliminating crosswalks, erecting fences between the sidewalk and roadway to corral pedestrians, and stepping up enforcement against jaywalkers.

Alternatively, planners could seize the opportunity to create more pedestrian-oriented streets, and relegate drop-offs to the fringes of urban commercial districts.

Autonomous vehicles could usher in a new era of pedestrian supremacy.

See Also

- [Pedestrians, Autonomous Vehicles, and Cities](#)
-

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	Santa Cruz	SLV/SV	Watsonville	4th qrt Total <u>2015-2016</u>	4th Qtr total <u>2014-2015</u>
Volunteers	32	13	9	54	53
Unduplicated Clients	60	73	8	141	133
Total Rides	660	292	144	1096	894
				0	0
Ride Requests unable to fill	50	9	0	59	23
				0	0
Unfilled requests referred other agencies	0	3	0	3	4
				0	0
Requests cancelled by client	74	16	2	92	82
				0	0
<u>Trip destinations</u>				0	0
Physician	185	140	39	364	183
Shopping & bank	170	40	20	230	190
Stroke Center			1	1	0
Hospitals and therapy			24	24	0
Convelescent homes				0	0
Doran Low Vision Center				0	0
Clinishare Dialysis				0	0
Other			2	2	1
Total	355	180	86	621	473
				0	
<u>Avg ride length (YTD)</u>	21				
<u>Total Miles driven (YTD)</u>	23,016				
<u>Total Reimbursement (YTD)</u>	\$168				

	Total <u>FY15-16</u>	<u>%</u>
<u>Client Jurisdictions</u>		
Santa Cruz City	24	13.19%
Scotts Valley City	30	16.48%
San Lorenzo Valley	41	22.53%
Capitola City	14	7.69%
Watsonville City	9	4.95%
Midcounty Unincorporated	43	23.63%
South County	21	11.54%
Out of County		
Total Clients (unduplicated)	182	100.00%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	80	15%
Scotts Valley City	88	16%
San Lorenzo Valley	114	21%
Capitola City	48	9%
Watsonville City	52	9%
Midcounty Unincorporated	113	21%
South County	53	10%
Out of County		
Total	548	100%

Quarterly TDA
Report :
Time Period:

FY 15/16 QUARTER 3
JAN - FEB - MAR 2016

CC 20,23,26,31,32,38,39							CC 21					CC 29					CC 24,30					CC36												
#	Performance Measures to be Included in	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP					YTD % of Goals	Qtr Total	YTD Total	
		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD				
1	Unduplicated Passengers per Month	117	104	104	191	612		54	54	64	71	213		76	87	94	116	323		88	95	101	111	332		223	219	232	360	360		849	1,840	
2	Total Passenger Trips (Units of Service) per Month	470	412	486	1,368	3,768	65%	895	1,081	1,407	3,383	11,613	69%	192	243	215	650	1,772	74%	2,075	2,372	2,780	7,227	23,017	72%	4,595	4,306	5,561	14,462	19,893	83%	27,090	60,063	
3	Number of Incidents per Month	0	0	0	0	3		1	0	0	1	3		0	0	0	0	0		1	0	2	3	17		0	0	0	0	2		4	25	
4	Number of Accidents per Month	0	0	0	0	1		1	0	0	1	2		0	0	0	0	0		1	0	0	1	2		0	0	0	0	0		4	7	
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	2		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	0	0	1		0	0	0	0	0		0	3	
6	Number of No-Shows per Month	41	33	34	108	356		101	117	129	347	347		N/A	N/A	N/A	0	0		53	57	62	172	701		N/A	N/A	N/A	0	0		627	1,404	
7	Number of Turndowns or Referrals per Month	35	40	7	82	106		0	2	0	2	2		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		84	108	
8	Number of Cancels per Month	106	68	95	269	269		177	130	201	508	508		N/A	N/A	N/A	0	0		631	478	520	1629	1,629		N/A	N/A	N/A	0	0		2,406	2,406	
9	Total Donations per Month	\$458	\$292	\$200	\$950	\$3,299		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		\$ 950	\$3,299	
12	Operating Cost per Passenger Trip				\$40.17				\$7.81				\$11.74				\$11.93				\$1.83													
13	Operating Cost per Vehicle Service Hour				\$40.19				\$44.24								\$49.38				\$50.82													
14	Passengers per Vehicle Service Hour				0.99				5.67								4.16				27.76													
15	Passengers per Vehicle Service Mile				0.12				0.28								0.20				0.99													
16	Van Mileage per Program				10,848				11,869								35,527				14,596													

Footnotes:
* Beginning in March for the 3rd Qtr, we added "Number of Cancellations per Month" to the performance measures.
* For the 3rd Qtr, we attempted to add the following performance measures "Number of Complaints per 1,000 Passenger Trips" and "Number of Safety Incidents per 100,000 Vehicle Miles" but found we need clarification on the definition so we can report the information accurately.
* Line 9 includes both taxi and Lift Line costs and units of service combined.
* Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.



DATE: August 26, 2016
TO: Board of Directors
FROM: April Warnock, Paratransit Superintendent
**SUBJECT: ACCEPT AND FILE METRO PARACRUZ OPERATIONS STATUS
REPORT FOR APRIL, MAY AND JUNE 2016**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Metro ParaCruz Operations Status Report for April, May and June 2016.

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz.
- Summary of monthly operational information about ParaCruz.

III. DISCUSSION/BACKGROUND

Comparing March 2016 statistics to April 2016, ParaCruz rides decreased by 502 rides. Comparing April 2016 statistics to May 2016, ParaCruz rides decreased by 158 rides. Comparing May 2016 statistics to June 2016, rides decreased by 277.

Comparing the monthly statistics of FY14-15 to the monthly statistics of FY15-16:

- In April the number of ParaCruz rides decreased by 1,552.
- In May the number of ParaCruz rides decreased by 1,798.
- In June ParaCruz number of rides decreased by 1,201.

In fiscal year 15-16, total number of rides (85768) has decreased by 12,330 from fiscal year 14-15's total of 98,096. This is roughly a 12.5% decrease in total number of rides, occurring within a ten month period of time. (Paratransit service alignment became effective September 10, 2015).

METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Santa Cruz Metropolitan Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.

IV. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

V. ALTERNATIVES CONSIDERED

Not applicable

VI. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. Additional data was provided by the Eligibility Coordinator.

VII. ATTACHMENTS

Attachment A: ParaCruz On-time Performance Charts for April, May and June 2016

Attachment B: Comparative Operating Statistics Tables for April, May and June 2016

Attachment C: Number of Rides Comparison Chart and Data Table

Attachment D: Shared vs. Total Rides Chart and Data Tables

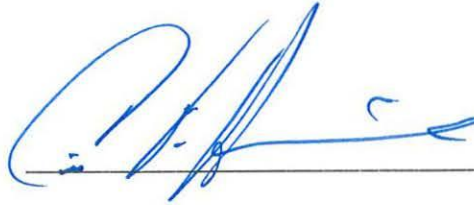
Attachment E: Mileage Comparison Chart and Mileage Data Tables

Attachment F: Monthly Assessments

Prepared By: April Warnock, Paratransit Superintendent

VII. APPROVALS:


Ciro Aguirre, COO



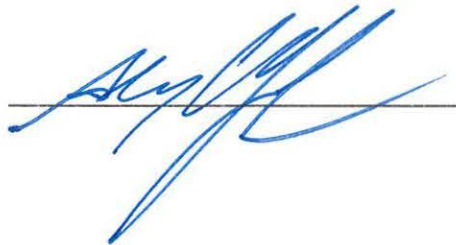
Approved as to form:
Leslyn K. Syren, District Counsel



Approved as to fiscal impact:
Angela Aitken, Finance Manager



Alex Clifford, CEO/General Manager



ParaCruz On-time Performance Report

	April 2015	April 2016
Total pick ups	8,422	6,870
Percent in “ready window”	89.24%	91.03%
1 to 5 minutes late	4.52%	4.06%
6 to 10 minutes late	2.55%	2.01%
11 to 15 minutes late	1.53%	1.02%
16 to 20 minutes late	.96%	.86%
21 to 25 minutes late	.65%	.58%
26 to 30 minutes late	.28%	.22%
31 to 35 minutes late	.08%	.15%
36 to 40 minutes late	.11%	.04%
41 or more minutes late (excessively late/missed trips)	.06%	.04%
Total beyond “ready window”	10.76%	8.97%

During the month of April 2016, ParaCruz received four (4) Customer Service Reports. Two (2) of the reports were valid; one (1) report was not verifiable; one (1) report complimented four (4) ParaCruz Operators.

	May 2015	May 2016
Total pick ups	8,210	6,712
Percent in “ready window”	90.05%	89.83%
1 to 5 minutes late	3.95%	4.47%
6 to 10 minutes late	2.68%	2.45%
11 to 15 minutes late	1.46%	1.46%
16 to 20 minutes late	.89%	.51%
21 to 25 minutes late	.40%	.58%
26 to 30 minutes late	.28%	.47%
31 to 35 minutes late	.15%	.10%
36 to 40 minutes late	.12%	.09%
41 or more minutes late (excessively late/missed trips)	.02%	.06%
Total beyond “ready window”	9.95%	10.17%

During the month of May 2016, ParaCruz received three (3) Customer Service Reports. Three (3) of the reports were not verifiable.

	June 2015	June 2016
Total pick ups	7,636	6,435
Percent in “ready window”	90.78%	89.88%
1 to 5 minutes late	3.70%	4.65%
6 to 10 minutes late	2.33%	2.30%
11 to 15 minutes late	1.01%	1.60%
16 to 20 minutes late	.69%	.47%
21 to 25 minutes late	.29%	.42%
26 to 30 minutes late	.21%	.44%
31 to 35 minutes late	.19%	.11%
36 to 40 minutes late	.11%	.06%
41 or more minutes late (excessively late/missed trips)	.04%	.08%
Total beyond “ready window”	9.22%	10.12%

During the month of June 2016, ParaCruz received six (6) Customer Service Reports. Two of the reports were valid. Three (3) of the reports were not verifiable. One (1) of the reports was a compliment.

,

Comparative Operating Statistics through April 2016.

	April 2015	April 2016	Fiscal 14-15	Fiscal 15-16	Performance Averages	Performance Goals
Requested	9,319	7,759	88,694	81,699	8,552	
Performed	8,422	6,870	82,252	72,621	7,373	
Cancels	20.94%	20.78%	20.74%	21.33%	20.93%	
No Shows	2.85%	3.27%	2.96%	3.13%	3.19%	Less than 3%
Total miles	60,135	53,328	599,315	577,260	58,413	
Av trip miles	5.29	5.70	5.34	5.77	5.77	
Within ready window	89.24%	91.03%	90.79%	89.20%	89.43%	92.00% or better
Call center volume	6,496	5,167	13,332	54,677	5,502	
Hold times less than 2 minutes	95.6%	92.6%	95.6%	92.5%	92.84%	Greater than 90%
Distinct riders	837	750	1,826	1,748	782	
Most frequent rider	58 rides	53 rides	464 rides	380 rides	54 rides	
Shared rides	67.8%	63.0%	65.2%	62.9%	63.05%	Greater than 60%
Passengers per rev hour	2.07	1.94	2.01	1.92	1.92	Greater than 1.6 passengers/hour
Rides by supplemental providers	11.35%	.90%	7.51%	3.31%	3.99%	No more than 25%
Vendor cost per ride	\$23.82	\$23.06	\$24.30	\$24.14	\$24.27	
ParaCruz driver cost per ride (estimated)	\$26.30	\$27.02	\$30.64	\$28.98	N/A	
Rides < 10 miles	65.38%	65.95%	63.69%	65.72%	66.35%	
Rides > 10 miles	34.62%	34.05%	36.31%	34.28%	33.65%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	3	3	42	36	3.42	N/A
Excessively Long Trips	N/A	N/A	N/A	N/A	N/A	N/A

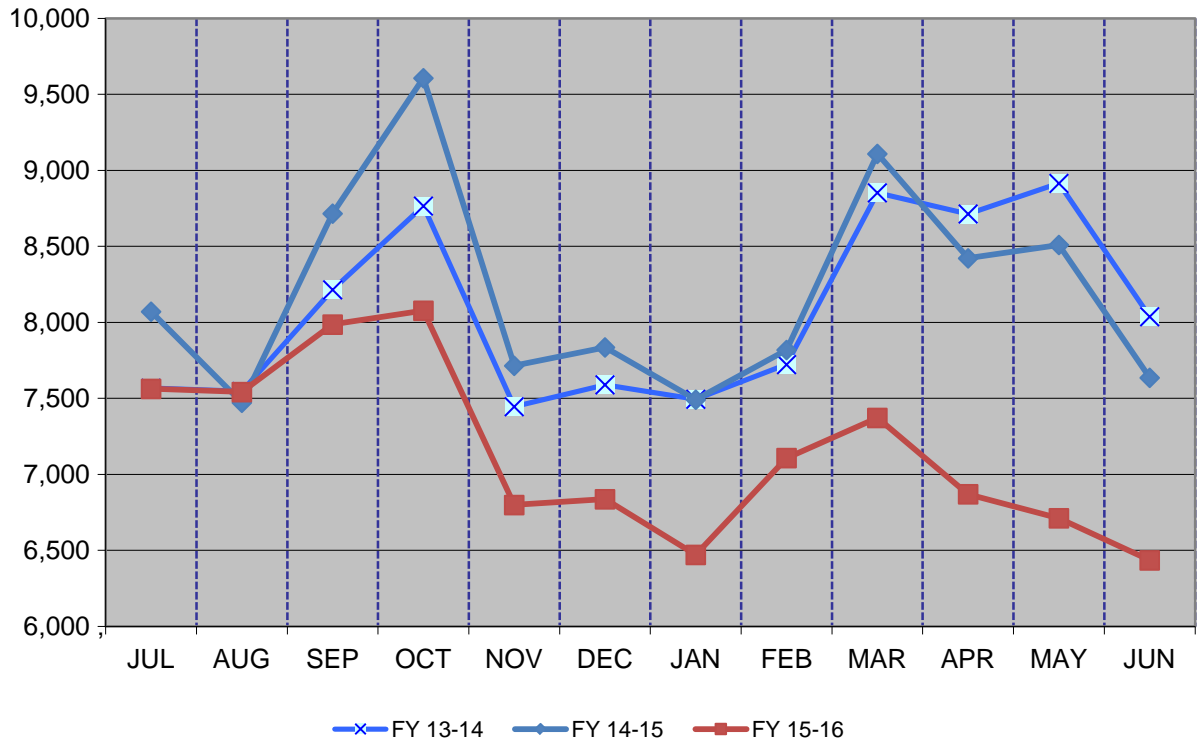
Comparative Operating Statistics through May 2016.

	May 2015	May 2016	Fiscal 14-15	Fiscal 15-16	Performance Averages	Performance Goals
Requested	9,059	7,770	97,753	89,469	8,144	
Performed	8,210	6,712	90,460	79,333	7,248	
Cancels	19.44%	23.0%	20.62%	21.48%	21.23%	
No Shows	3.47%	3.18%	3.00%	3.14%	3.17%	Less than 3%
Total miles	63,353	53,267	665,306	630,528	57,572	
Av trip miles	5.67	5.79	5.40	5.77	5.78	
Within ready window	90.05%	89.24%	90.72%	89.24%	89.36%	92.00% or better
Call center volume	5,779	5,214	68,528	59,891	5,455	
Hold times less than 2 minutes	94.0%	91.7%	95.4%	92.4%	92.65%	Greater than 90%
Distinct riders	820	759	1,894	1811	777	
Most frequent rider	61 rides	62 rides	502 rides	407 rides	54 rides	
Shared rides	66.2%	59.6%	65.2%	62.6%	62.50%	Greater than 60%
Passengers per rev hour	1.98	1.90	2.00	1.90	1.91	Greater than 1.6 passengers/hour
Rides by supplemental providers	7.97%	1.59%	7.49%	3.10%	3.46%	No more than 25%
Vendor cost per ride	\$23.76	\$21.28	\$24.25	\$24.03	\$24.07	
ParaCruz driver cost per ride (estimated)	\$27.61	\$26.17	\$30.67	\$25.98	N/A	
Rides < 10 miles	67.81%	66.00%	64.07%	65.75%	66.20%	
Rides > 10	32.19%	34.00%	35.93%	34.25%	33.80%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	5	4	44	40	3.58	N/A
Excessively Long Trips	N/A	N/A	N/A	N/A	N/A	N/A

Comparative Operating Statistics through June 2016.

	June 2015	June 2016	Fiscal 14-15	Fiscal 15-16	Performance Averages	Performance Goals
Requested	8,267	7,168	106,020	96,637	8,053	
Performed	7,636	6,435	98,096	85,768	7,148	
Cancels	17.96%	20.54%	20.42%	21.41%	21.45%	
No Shows	3.53%	3.75%	3.04%	3.18%	3.19%	Less than 3%
Total miles	60,397	52,928	725,703	683,456	56,950	
Av trip miles	5.86	5.96	5.43	5.78	5.79	
Within ready window	90.78%	89.88%	90.73%	89.29%	89.29%	92.00% or better
Call center volume	5,566	5,410	70,742	65,301	5,442	
Hold times less than 2 minutes	96.8%	91.7%	95.5%	92.3%	92.23%	Greater than 90%
Distinct riders	804	717	1972	1875	770	
Most frequent rider	56 rides	44 rides	531 rides	428 rides	53 rides	
Shared rides	63.3%	61.3%	65.1%	62.5%	62.33%	Greater than 60%
Passengers per rev hour	1.93	1.85	2.00	1.85	1.91	Greater than 1.6 passengers/hour
Rides by supplemental providers	4.77%	3.05%	7.25%	3.04%	3.32%	No more than 25%
Vendor cost per ride	\$26.31	\$21.48	\$24.35	\$23.89	\$23.91	
ParaCruz driver cost per ride (estimated)	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	66.88%	64.88%	64.29%	65.68%	66.03%	
Rides > 10	33.12%	35.12%	35.71%	34.32%	33.97%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	3	5	47	45	3.75	N/A
Excessively Long Trips	N/A	N/A	N/A	N/A	N/A	N/A

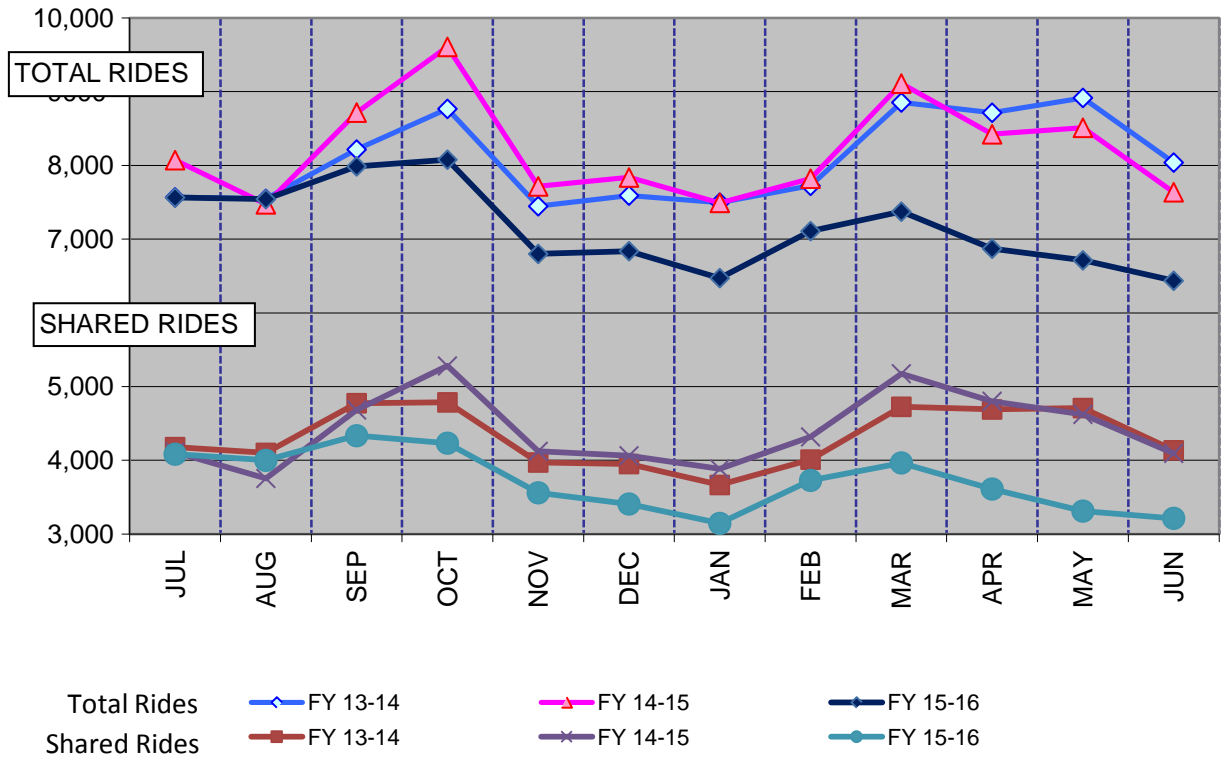
NUMBER OF RIDES COMPARISON CHART



Data Table for Number of Rides performed monthly.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	7,567	7,546	8,215	8,766	7,446	7,590	7,495	7,723	8,853	8,714	8,915	8,038
FY 14-15	8,071	7,472	8,716	9,607	7,715	7,836	7,492	7,819	9,109	8,422	8,510	7,636
FY 15-16	7,563	7,542	7,986	8,077	6,799	6,837	6,471	7,108	7,372	6,870	6,712	6,435

TOTAL RIDES vs. SHARED RIDES



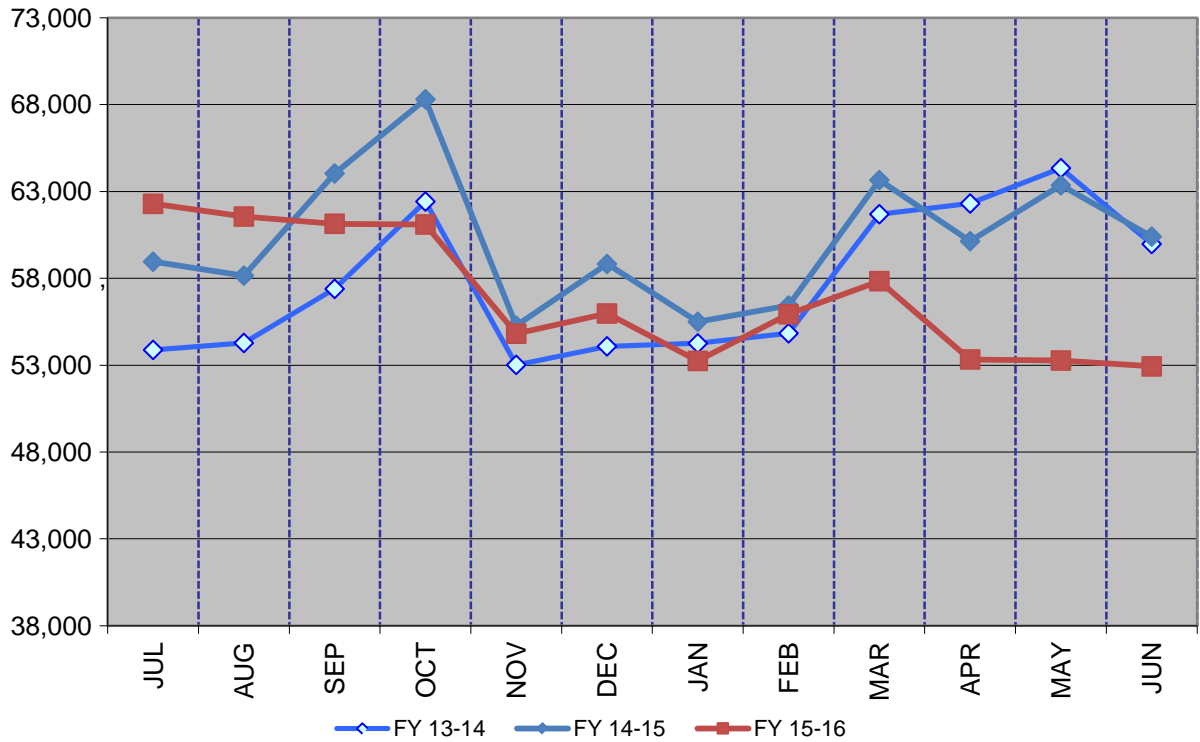
Data table for total number of rides provided.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	7,567	7,546	8,215	8,766	7,446	7,590	7,495	7,723	8,853	8,714	8,915	8,038
FY 14-15	8,071	7,472	8,716	9,607	7,715	7,836	7,492	7,819	9,109	8,422	8,510	7,636
FY 15-16	7,563	7,542	7,986	8,077	6,799	6,837	6,471	7,108	7,372	6,870	6,712	6,435

Data table for total number of shared rides provided.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	4,179	4,101	4,775	4,786	3,971	3,950	3,666	4,010	4,726	4,690	4,709	4,136
FY 14-15	4,110	3,755	4,683	5,280	4,123	4,063	3,883	4,318	5,175	4,801	4,623	4,094
FY 15-16	4,083	4,000	4,334	4,233	3,560	3,408	3,145	3,728	3,965	3,611	3,312	3,214

MILEAGE COMPARISON



Data table for monthly mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	53,878	54,278	57,391	62,420	53,017	54,083	54,255	54,833	61,690	62,304	64,339	59,974
FY 14-15	58,954	58,154	64,034	68,305	55,269	58,823	55,495	56,434	63,651	60,135	63,353	60,397
FY 15-16	62,287	61,555	61,139	61,097	54,813	55,974	53,246	55,930	57,836	53,328	53,267	52,928

Data table for year-to-date mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	53,878	108,156	165,547	227,877	280,894	334,976	391,682	446,515	508,205	570,509	634,848	694,822
FY 14-15	58,954	117,108	181,142	249,415	304,685	363,487	419,053	475,529	539,180	599,315	665,306	725,703
FY 15-16	62,287	123,842	185,008	246,079	300,892	356,866	410,154	466,083	523,919	577,260	630,528	683,456

Monthly Assessments

	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
JULY 2015	40	0	0	5	0	45
AUGUST 2015	21	0	2	4	0	27
SEPTEMBER 2015	24	0	2	3	0	29
OCTOBER 2015	51	4	0	4	0	59
NOVEMBER 2015	23	0	1	4	0	28
DECEMBER 2015	43	0	1	5	1	50
JANUARY 2016	45	0	1	11	1	58
FEBRUARY 2016	41	0	1	1	0	43
MARCH 2016	51	2	0	5	1	59
APRIL 2016	32	0	2	3	0	37
MAY 2016	38	0	1	3	0	42
JUNE 2016	37	1	1	5	1	45

Number of Eligible Riders for the month of April 2016 = 3,611

Number of Eligible Riders for the month of May 2016 = 3,653

Number of Eligible Riders for the month of June 2016 = 3,696

TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Karena Pushnik, Senior Transportation Planner/Public Information Coordinator

RE: Measure D – Transportation Improvement Program

RECOMMENDATION

This item is for information. No action required.

BACKGROUND

The Regional Transportation Commission is designated by the state as the regional transportation planning agency responsible for local transportation planning, policy and funding. Through the development of the long range *Regional Transportation Plan*, the agency has consistently for decades identified funding as a major challenge, for three main reasons: our county has a difficult time competing with larger urban areas for state and federal dollars, our county does not have a local transportation fund that can be used on a broad spectrum of transportation projects, and because the amount of available state and federal transportation continues to dwindle and become more unreliable.

Three previous efforts took place in an attempt to increase revenue for local transportation projects: the Measure J 1/2-cent sales tax in 2004; the Transportation Funding Task Force (TFTF) in 2006-2007; and a \$10 Vehicle Registration Fee (VRF) in 2012. Measure J received 42% of the vote and would have committed 65% of the 1/2 cent sales tax to Highway 1. A super-majority of the TFTF agreed upon a package of transportation projects; however, the economy took a turn for the worse and the RTC board decided not to move forward with placing the measure on the ballot. The VRF would have brought in only 1/9th of the revenue of a sales tax, thereby limiting the transportation investments. With polling showing support for the VRF close to the 2/3rds vote threshold, the RTC board decided to spend the time and energy to pursue a sales tax measure in 2016, based on findings in the 2014 Regional Transportation Plan.

Thorough analysis of local transportation needs, financial projections, sustainability examination (STARS), priority project findings, and public engagement were included in the *2014 Regional Transportation Plan*. The outcome clearly indicated that projected transportation needs are great and projected funding is insufficient. Following adoption of the 2014 RTP, the Commission began an intensive phase of community discussion to determine the Expenditure Plan project categories and funding levels for a 1/2-cent sales tax ballot measure dedicated to addressing some of the region's transportation needs.

A draft Expenditure Plan was approved at a public hearing in December 2015. The final Expenditure Plan and ballot measure Ordinance, with modifications based on extensive community engagement, was adopted by the RTC in June 2016 and the measure was placed on the November 8, 2016 ballot, designated as Measure D.

DISCUSSION

At the time of this writing, the semi-official results from Santa Cruz County Elections Department indicate that Measure D secured more than the 2/3 majority needed to pass with almost 80,000 yes votes or 67.46% of the votes cast on Measure D. Interest in Measure D was high as evidenced by the fact that 94% of local ballots received included a vote on the measure. The final vote will be certified by the RTC meeting, no later than December 6. Attached is the [final Expenditure Plan](#) of projects approved by a super-majority of voters as Measure D ([Attachment 1](#)).

The success of Measure D can be attributed to many things including the following (not in any particular order):

- The RTC Board's vision, leadership, trust, and diligent work
- A well-crafted, inclusive package of transportation projects based on the community's diverse mobility needs
- A huge number of businesses, organizations, and community members stepping up to publically endorse and support Measure D
- A well organized, well funded, and expertly implemented private campaign
- Financial support by a broad base of businesses, organizations and individuals
- The public's enthusiasm for supporting transportation improvements to make neighborhood travel better, make it easier for kids to bike and walk to school, provide mobility for seniors and people with disabilities, improve regional travel and invest in options that reduce greenhouse gas emissions

In California, the November election contained 14 different transportation measures. All but one are sales tax measures. At the time of this writing, it appears that 7 of the 14 measures passed ([Attachment 2](#)). Executive Director George Dondero will attend the Self Help Counties Coalition meeting in early December to hear more from other counties and share information about Measure D.

Next Steps

In terms of next steps, the Measure D half-cent sales tax will go into effect on April 1, 2017. The Board of Equalization (BOE) will work with retailers to begin collecting revenues, with the first receipts anticipated by Summer 2017.

RTC staff has begun work on administrative, fiscal, agreement, independent oversight committee, and accountability requirements according to the Measure D Santa Cruz County Transportation Improvement Plan Measure adopted by voters.

RTC staff held an initial meeting with Measure D fund recipient entities to discuss required agreements, annual reporting, development of five-year programs of projects, maintenance of effort, audits, revenue and timing. The public will have input into projects included in recipient agencies' five-year program of projects through the cities and County, Santa Cruz Metro Transit District, Community Bridges and the RTC board meeting process.

The RTC is also responsible for developing an Implementation Plan, to be updated at least every five years, which will detail revenue projections, possible financing tools, project scope, cost, and delivery schedules, and other information needed to deliver the Expenditure Plan within the 30-year time horizon. RTC staff will present reports and recommendations to the RTC board as they are developed.

SUMMARY

A super-majority of voters in Santa Cruz County said yes to the Measure D - Transportation Improvement Program, passing the measure by over the 2/3 vote requirement (*67.46% at the time of this writing*). The Regional Transportation Commission worked with a multitude of organizations and the community over the last two years to help the community understand the varied transportation needs, the benefits of becoming a transportation self help county and the well-rounded measure before voters. The RTC board will be receiving more detailed reports about Measure D implementation in the coming months.

Attachments:

1. Measure D-Transportation Improvement Program Expenditure Plan of Projects
2. 2016 California Transportation Measures

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Santa Cruz County
2016 Transportation Improvement Plan - Expenditure Plan
- Approved by the RTC board on June 16, 2016-

Overview

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

SUMMARY OF TRANSPORTATION INVESTMENTS	% of Funds	\$ Millions
Neighborhood Projects	30%	\$150
Direct Allocation to Cities and County		
Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects		
San Lorenzo Valley Hwy 9 Corridor Improvements - \$10 million		
Highway 17 Wildlife Crossing - \$5 million		
Highway Corridors	25%	\$125
Highway 1 Corridor		
Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park		
Bicycle and pedestrian over-crossings		
Traveler Information and Transportation Demand Management		
<i>Example Programs: Cruz511, Carpool/Vanpool Programs</i>		
Highway Safety and Congestion Reduction Programs		
<i>Example Programs: Freeway Service Patrol and Safe on 17 Enforcement</i>		
Transit for Seniors and People with Disabilities	20%	\$100
Direct Allocation to Service Providers		
Santa Cruz METRO (16%) \$2.7 M/year		
Community Bridges Lift Line Paratransit Service (4%) \$680k/year		
Active Transportation	17%	\$85
Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)		
Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services		
Rail Corridor	8%	\$40
Infrastructure Preservation and Analysis of Options		
<i>Example Projects: Analysis (including environmental analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs</i>		
Total	100%	\$500

DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

Neighborhood Projects – 30% per year

Direct Allocation to Cities and County

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

San Lorenzo Valley Highway 9 Corridor

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

Highway 17 Wildlife Crossing

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

Highway Corridors – 25%

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

Highway 1 Corridor

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

New bridges for cyclists and pedestrians

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

Traveler Information and Transportation Demand Management

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

Highway Safety and Congestion Reduction Programs

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

Transportation for Seniors and People with Disabilities – 20% per year

Direct Allocation to Service Providers

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (16% or approximately \$2.75 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (4% or approximately \$680,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

Active Transportation – 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

Rail Corridor – 8%

Infrastructure Preservation and Analysis of Options

Eight percent of Measure Revenues (approximately \$40 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line. The Measure Revenues do not include funding for any new train/rail service. If the Regional Transportation Commission determines that the best use of the corridor is an option other than rail transit, funds may be utilized for other transportation improvements along and near the corridor.

Notes

(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e., present day purchasing power) of the Measure Revenues is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.

(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.

(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.

(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).

(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design engineering, and public input, as applicable.

(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

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2016 Transportation Measures by County

(as of 11/28/16, results may not be final)

Pass	County	Sales Tax	Total Amount (\$millions)	Years
Yes	Santa Cruz	½ cent	\$500	30
Yes	Los Angeles	½ cent	\$34,400	40
Yes	Merced	½ cent	\$450	30
Yes	Monterey	3/8 cent	\$600	30
Yes	Santa Clara	½ cent	\$6,313	30
Yes	Stanislaus	½ cent	\$960	25
Yes	San Francisco	Bond	\$ varies	24
No	San Diego	½ cent	\$18,000	40
No	Contra Costa	½ cent	\$2,860	30
No	San Luis Obispo	½ cent	\$225	9
No	Placer	½ cent	\$1,590	30
No	Ventura	½ cent	\$3,300	30
No	San Benito*	½ cent	\$240	30
No	Solano*	½ cent	\$150	5

* - Failed in June 2016

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: City of Watsonville Airport Boulevard Improvement Project

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review the City of Watsonville Airport Boulevard Improvement Project.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds, including State Transportation Improvement Program (STIP) and Surface Transportation Block Grant Program (STBG) funds (previously known as Regional Surface Transportation Program or RSTP). The RTC selects projects to receive funds through a competitive application process, which includes review by the RTC's advisory committees and a public hearing. Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP). The City of Watsonville Airport Boulevard is programmed to receive \$850,000 in STIP funding.

DISCUSSION

The City of Watsonville Airport Boulevard Improvements will reconstruct Airport Boulevard from Freedom Boulevard to the east City limits, near the Corralitos Creek. On the north side of Airport Boulevard near Safeway, a bus pull out will be constructed near the existing bus stop shelter. A new crosswalk with flashing beacon and pedestrian refuge will be installed near the Safeway and bus stop. On the north side of Airport Blvd, near Freedom Blvd, sidewalk will be removed and replaced, and the existing bus stop will be improved by providing an ADA landing pad. The roadway on the north side of Airport Blvd will be widened to accommodate the extension of the travel lane and bike lane. Sidewalk will be replaced and new ADA curb ramps will be installed on the south side of Airport Blvd. The existing signs and striping will also be upgraded within the project area. Attachment 1 is a map of the project location and design. Construction is scheduled to begin in August 2017 and be completed in January 2017.

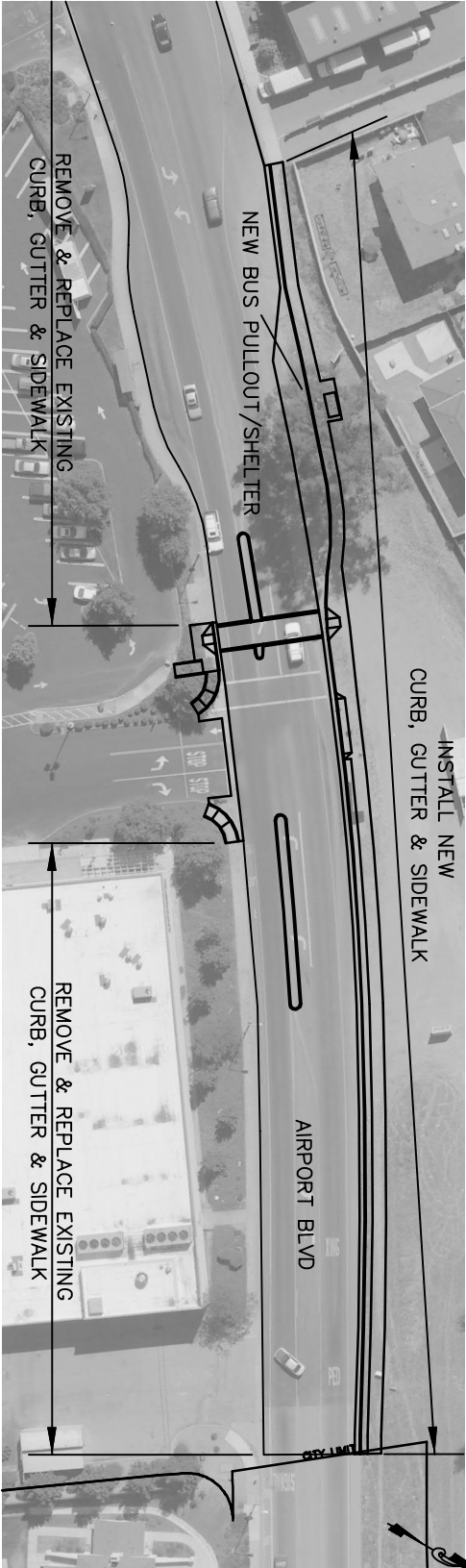
SUMMARY

The City of Watsonville Airport Boulevard Improvement Project is programmed to receive \$850,000 in STIP funding for the reconstruction of Airport Boulevard from Freedom Boulevard to the east City limits, near the Corralitos Creek. The project includes new transit and

pedestrian amenities. RTC staff recommends that the E&D TAC review the City of Watsonville Airport Boulevard Improvement Project

Attachment 1: Map of Airport Boulevard Improvements

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CITY OF WATSONVILLE
 AIRPORT BLVD IMPROVEMENTS
 FREEDOM BLVD TO CITY LIMITS
 PROJECT MAP SHOWING PROPOSED CONDITIONS

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: City of Santa Cruz Pacific Avenue Contra Flow Bike Lane Project

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review the City of Santa Cruz's Pacific Avenue Contra Flow Bike Lane Project.

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Advisory Committee and those with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a request to the Santa Cruz County Regional Transportation Commission (RTC) for TDA funds for \$85,000 for the Pacific Avenue Contra Flow Bike Lane Project. The Pacific Avenue Contra Flow Bike Lane Project will create a southbound contraflow bike lane on Pacific Avenue between Church and Cathcart Street. Green striping will be applied to 4 foot of the bike lane to increase visibility and direct cyclists away from the door zone. White bike lane striping will be installed through the intersections at Walnut and Lincoln, and a new island will be installed at Pacific and Lincoln to prevent wrong-way vehicle traffic. Sharrows will be installed in the northbound direction to alert drivers that people on bikes may be riding with vehicle traffic. Cyclists traveling in the southbound contraflow lane will be controlled by stop signs at Lincoln and Cathcart. The project will increase bicycle access downtown and reduce illegal wrong-way riding and sidewalk riding. Members of the public have expressed safety concerns about sidewalk riding in downtown Santa Cruz, especially for seniors and people with disabilities. The Bicycle Advisory Committee will review a TDA claim for the Pacific Avenue Contra Flow Bike Lane Project at their December 12, 2016 meeting.

Although no pedestrian components are included in the Pacific Avenue Contra Flow Bike Lane Project, members of the Pedestrian Safety Workgroup, a sub-committee of the E&D TAC, requested that the City of Santa Cruz provide more information about how the project would address sidewalk riding, impact pedestrian crossings and pedestrian access to paratransit vehicles. Staff recommends that the Elderly and Disabled Transportation Advisory Committee review the City of Santa Cruz's Pacific Avenue Contra Flow Bike Lane Project.

SUMMARY

The City of Santa Cruz submitted a request to the Santa Cruz County Regional Transportation Commission (RTC) for TDA funds for \$85,000 for the Pacific Avenue Contra Flow Bike Lane Project. The TDA claim will be considered by the Bicycle Committee at their December 12, 2016 meeting. The Pedestrian Safety Workgroup, a sub-committee of the E&D TAC, requested that the City of Santa Cruz provide more information about the pedestrian impacts of this project.

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TO: Elderly and Disabled Transportation Advisory Committee

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study - Draft Goals, Performance Measures and Projects for Scenario Analysis

RECOMMENDATIONS

Staff recommends the Elderly and Disabled Transportation Advisory Committee (E&D TAC):

1. Receive information about the Unified Corridor Investment Study (UCS);
 2. Provide input on the UCS draft goals, performance measures and projects to consider in the scenario analysis.
-

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 1. 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 City of Santa Cruz and City of Watsonville and other communities throughout 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 recent acquisition of the rail line provides a third transportation facility along this corridor that has unused capacity.

Funded by Caltrans through their Sustainable Transportation Planning Grant Program, The Unified Corridor Investment Study will identify multimodal transportation investments that optimize usage of these three parallel transportation corridors 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.

The Unified Corridor Investment Study has been divided into two phases. Phase 1 of the project developed the transportation modeling tools to be used in Phase 2. Phase 1 work was completed earlier this year. A travel demand model using the TransCAD platform was developed for Santa Cruz County that will provide the

ability to forecast changes in travel due to transportation improvements, population increase and job growth. A GIS based transit model was also developed to accompany the travel demand model to estimate the changes in transit use as a result of changes in transit amenities, fares and/or frequency. A GIS based bike model, developed by AMBAG and funded by the Monterey Bay Air Pollution Control District, estimates increases in bike use based on improvements in bike facilities and is also included in this suite of transportation modeling tools for Santa Cruz County.

DISCUSSION

Phase 2 of the Unified Corridor Investment Study on the three parallel routes is currently underway to evaluate the transportation investments based on a performance based decision making process. The project will establish goals and performance measures for the corridor and use a scenario analysis to identify a package of transportation projects that will provide the greatest benefit based on the project goals. Three or four scenario alternatives, composed of unique groupings of transportation projects, will be analyzed to determine the impact on the performance measures. A final scenario will be identified based on results of the scenario alternatives and input from RTC, RTC Advisory Committees, stakeholders, and the public. Additional project information can be found on the SCCRTC website (<https://sccrtc.org/projects/multi-modal/unified-corridor-study/>).

Goals and Performance Measures

The UCS draft goals for unifying the three routes into one corridor and draft performance measures for which to measure project effectiveness were developed based on input provided by the public during Phase I of the UCS (Attachment 2). During Phase I, the community was asked to identify what is most important to them when traveling on Highway 1, Soquel Ave/Drive and the Santa Cruz Branch Rail Line. Safety, travel time, sustainable transportation choices, and low cost options were important to the members of the public who participated in the online survey or public workshop, with safety and travel time being important to the greatest number of individuals. **RTC staff recommends that the E&D TAC provide input on the UCS draft goals and performance measures.** Public input on the draft goals and performance measures will also be solicited using an online interactive survey, a stakeholder meeting, and at a public workshop on January 12, 2017 at 6:00pm at Simpkins Swim Center. The RTC is scheduled to adopt the UCS goals and performance measures at the March 2, 2017 RTC meeting.

Scenario Analysis

During Phase I of the UCS, the public also identified desired improvements on Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line, their primary origins and destinations, and the types of trips they took or would take on each route. A draft list of projects to be evaluated in the UCS has been developed based on public input during Phase I and comments received on related RTC planning

efforts ([Attachment 3](#)). **RTC staff recommends that the E&D TAC provide input on projects to be considered in the UCS scenario analysis.**

Once the list of projects is identified, projects will be grouped into three or four scenario alternatives. Modeling tools will then be used to measure the performance of each of the scenarios towards achieving the goals of the project. A final scenario will be developed based on results of the scenario alternatives and input from RTC, RTC Advisory Committees, stakeholders, and the public.

A consultant will be hired to perform the scenario analysis using the transportation modeling tools that were developed during Phase 1. A Request for Proposals (RFP) was released on November 16, 2016 to solicit qualified consultants to conduct the scenario analysis included in Phase 2 of the Unified Corridor Investment Study (UCS). Tasks to be completed by the consultant include:

- input on draft performance measures, projects to be analyzed and project groupings within scenarios;
- analysis of modeling tools developed in Phase 1 for UCS project area;
- development of new methodologies for analysis if needed for complete assessment of performance measures;
- technical analysis of scenario alternatives to identify the group of transportation projects that best achieves corridor goals; and
- development of draft and final project reports.

Information about the consultant request for proposals and the scope of work can be found at <http://sccrtc.org/about/opportunities/rfp/>.

Public Outreach Plan

RTC staff is the lead for the public outreach component of the UCS. Varied and engaging opportunities for members of the public to participate in the development of the project will be offered in order to promote broad based and informed public input. Public input will be encouraged throughout the development of the study. Specific activities designed to seek public participation include three online surveys available in English and Spanish, two public workshops, three stakeholder group meetings, and project updates at RTC and RTC Advisory Committee meetings. A project web page that tracks the project's progress will provide access to relevant documents and list opportunities for public input. Electronic newsletters will be sent out to keep interested parties apprised of the project activities.

Schedule

November 2016: RTC staff developed draft goals and performance measures based on input from Phase 1 public outreach and consistency with local, state and federal goals.

November 2016: Request for Proposals released for consultant to perform scenario analysis work

December 2016: RTC advisory committee input on goals, performance measures and projects to consider

December 2016 – January 2017: Online interactive survey to solicit the community's goals and transportation priorities for the project study area

January 5, 2017: Stakeholder meeting to solicit input on goals, performance measures and projects to consider in scenario analysis

January 12, 2016: Public workshop to solicit input on goals, performance measures and projects to consider (6:00PM at Simpkins Swim Center)

February 2, 2017: RTC scheduled to approve consultant selection

February, 2017: Consultant Notice to Proceed

March 2, 2017: RTC scheduled to review and approve goals, performance measures and projects to consider in scenario analysis

Fall 2017/Winter 2018: Results of scenario analysis brought to RTC, RTC advisory committees, stakeholders, and public

March 2018: RTC, RTC advisory committees, stakeholders, and public input on draft report

May 2018: RTC scheduled to approve UCS Final Report.

SUMMARY

Through their Sustainable Transportation Planning Grant Program, Caltrans funded the Unified Corridor Investment Study has been funded by Caltrans to identify multimodal transportation investments that optimize usage of three parallel transportation corridors in Santa Cruz County (Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line) while advancing sustainability goals. Phase 1 of the UCS to develop the modeling tools has been completed. Phase 2 of the UCS to perform the scenario analysis for this corridor to identify the projects that provide the greatest benefit is currently underway. RTC staff recommends that the E&D TAC provide input on the UCS draft goals and performance measures and projects to be considered in the UCS scenario analysis.

Attachments:

1. Project area map
2. Draft goals and performance measures for the Unified Corridors Investment Study
3. Draft list of projects to be considered for scenario analysis

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ATTACHMENT 1



Santa Cruz County Unified Corridor Investment Study Project Area Map

ATTACHMENT 2

Unified Corridor Investment Study Draft Goals and Performance Measures

Draft Goals	Performance Measures
Provide safer transportation for all modes	Injury and fatal collisions by mode
	Perceived safety and comfort by mode
Provide reliable and efficient transportation choices to support economic vitality	Peak Period Mean Automobile Travel Time
	Peak Period Mean Transit Travel Time
	Travel Time Reliability
	MultiModal Network Quality
Develop a transportation network that serves the most people and is well integrated	Mode share
	Person Trips
	MultiModal Connectivity
Support Santa Cruz County in transitioning to a more sustainable transportation system that improves health, reduces pollution and is equitable and responsive to the needs of all users	Automobile Vehicle Miles Traveled
	Transit Vehicle Miles Traveled
	Passenger Vehicle Miles Traveled
	Criteria Pollutants
	Greenhouse gas emissions

ATTACHMENT 3

Unified Corridor Investment Study Draft Transportation Projects to be considered for Scenario Analysis

Highway Projects
buses on shoulders
high occupancy vehicle lanes and increased frequency of transit
hwy 1 aux lanes
hwy 1 ramp metering
high occupancy vehicle reversible lane
Soquel Ave/Drive
signal synchronization
transit signal priority
transit/high occupancy vehicle queue jumps
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)
dedicated bus lane for bus rapid transit
roundabouts
parking removed from Soquel Avenue/Drive to side streets and parking lots to improve bike and transit options
increased frequency of transit
improved transit amenities
buffered bike lanes
green lane treatments
sidewalk improvements
intersection improvements for bikes/pedestrians
Rail Corridor
trail
rail transit
bus rapid transit
freight service on rail
Connections between Routes
improved bike/pedestrian facilities throughout urban area closing any gaps in network
transit connections between rail, hwy and Soquel Avenue/Drive
Transportation Demand Management
employers and residences - incentive programs – work from home 1 in 5 etc.
bike share, bike amenities, transit amenities, park and ride lots

AGENDA: December 13, 2016

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) identify committee members to participate in a stakeholder group for the purposes of providing input on the Mar Vista Bicycle/Pedestrian Overcrossing design features and operational considerations.

BACKGROUND

In November 2016, the RTC authorized awarding a contract with the consultant team lead by Moffat and Nichol to complete the preliminary design and environmental documentation for the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing project.

DISCUSSION

Highlights of the scope of services for development of the preliminary design and environmental documentation for the Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing project include the following work elements:

- Utilize base mapping and data collected as part of the preliminary design work for the Highway 1 Corridor project.
- Conduct four focused stakeholder meetings to identify areas of concern and project priorities in the development of up to five design alternatives for the overcrossing structure and approaches.
- Conduct a public workshop to review the project alternatives including presentation of 3D visualizations of 2 alternatives that optimize the goals identified in the stakeholder meetings with the goal to identify a potential preferred alternative prior to beginning the environmental analysis;
- Utilize the technical studies currently in development for the Final Highway 1 Tiered Environmental Document to expedite completion of the environmental process. Note the project timeline assumes that impacts to the California red-legged frog will be avoided on the north side of the freeway. In the event

impacts protected resources are not avoidable, the environmental process will take considerable longer than currently estimated.

- Development of aesthetic design features of the overcrossing will be completed during the final design phase of the project (including participation in that process as was done for the La Fonda Avenue Overcrossing).

As of this writing, a consultant contract is not yet executed but staff anticipates issuing a Notice to Proceed in the first full week of December. Subject to updating the completion dates, the initial draft milestone schedule is attached ([Attachment 1](#)) to help describe the project development process. Staff will provide an updated milestone schedule at the meeting if one is available at that time.

Following collection of data and surveys of the project area, staff will meet with Santa Cruz County, Caltrans, utility companies and agencies to prepare a utility base map and record ownership rights and relocation liabilities. Following collection of this data, the consultant team will meet with community/stakeholders for the purpose of understanding their vision, goals, and priorities for the project.

To facilitate this process, **RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) identify committee members to participate in a stakeholder group for the purposes of providing input on the Mar Vista Bicycle/Pedestrian Overcrossing design features and operational considerations.**

Staff anticipates stakeholder meetings to be held in late January/early February. Staff will work with the E&D TAC to present and get feedback on the preferred conceptual design prior to finalizing that work phase and initiating environmental analysis.

SUMMARY

Staff is in process of executing a service agreement with the consultant team lead by Moffat and Nichol. Highlights of the scope of services includes work with a community/stakeholder groups to identify areas of concern and project priorities in the development and consideration of design alternatives leading to selection of a preferred alternative. An initial draft milestone schedule ([Attachment 1](#)) is offered to help describe the project development process and subject to updating the completion dates once a Notice to Proceed is issued. To facilitate the project development process, **RTC staff recommends that the E&D TAC identify committee members to participate in a stakeholder group for the purposes of providing input on the Mar Vista Bicycle/Pedestrian Overcrossing design features and operational considerations**

Attachments:

1. Draft Milestone Schedule, November 3, 2016

Attachment 1

**Mar Vista POC
Draft Milestone Schedule
November 3, 2016**

Milestone	Completion Date
Notice to Proceed	11/7/2016
Data Collection/Surveys	12/16/2016
Alternatives Analysis/Conceptual Design	1/13/2017
Technical Design Meeting No. 1	12/16/2016
Technical Design Meeting No. 2	2/17/2017
Stakeholder Meetings	1/13/2017
Public Workshop	2/21/2017
Finalize Conceptual Design	3/3/2017
Conduct and Complete Environmental Technical Studies	9/15/2017
Prepare Design Studies & Reports	11/10/2017
Prepare Design Exception Fact Sheets	12/8/2017
Submit Draft IS/MND	12/8/2017
Submit Bridge APS&Preliminary Plans	2/16/2018
Submit Draft Project Report	2/16/2018
Submit Six-Page Cost Estimate	3/2/2018
Environmental Clearance and Project Report Approval	6/22/2018

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Pedestrian Safety Work Group – Pedestrian / Bicycle Brochure

RECOMMENDATION:

Staff and the Pedestrian Safety Work Group subcommittee recommend that the Elderly and Disabled Transportation Advisory Committee review the draft of the brochure titled What Pedestrians and Bicyclists Want Each Other to Know.

BACKGROUND

The E&D TAC's Pedestrian Safety Work Group subcommittee has been working on a number of outreach materials to improve pedestrian access and safety. In 2014, the Pedestrian Safety Work Group finalized the brochure What Pedestrians and Motorists Want Each Other to Know in English and Spanish.

DISCUSSION

The E&D TAC's Pedestrian Safety Work Group is taking the lead on developing a brochure to improve pedestrian and bicycle safety. The draft brochure, What Pedestrians and Bicycles Want Each Other to Know, is modeled after the brochures [What Bicyclists Want Motorists to Know/What Motorists Want Bicyclist to Know](#) developed by the Bicycle Committee and [What Pedestrians and Motorists Want Each Other to Know](#) developed by the Pedestrian Safety Work Group.

Attached is a draft text of the What Pedestrians and Bicycles Want Each Other to Know brochure. The Pedestrian Safety Work Group seeks the Elderly and Disabled Transportation Advisory Committee input on the draft brochure.

Attachment 1: What Pedestrians and Bicycles Want Each Other to Know - draft brochure text

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What Bicyclists Want Pedestrians to Know

Sometimes bicyclists will share your pathway!

- Bicyclists are allowed to ride on some sidewalks. Rules regarding sidewalk riding differ by location.
- Bicyclists may prefer to ride on sidewalks when they perceive them to be safer than the streets, when they are less experienced or when they are riding with children.
- On a multi-use path, bicyclists expect you to walk as far to the right side as is practical and leave room for them to pass.
- If you choose to linger on sidewalks or paths, leave room for a bicyclist to pass at a safe distance. Keep any dogs on a short leash and under your control.

Don't assume that every bicyclist sees you!

- Don't assume bicyclists see you. Be visible, especially in dark areas.
- Bicyclists cannot stop as quickly as you may think! A bicyclist riding at 15 mph will take *at least* 8 feet to stop.
- Bicyclists expect you to cross at intersections or in marked crosswalks. If you cross mid block, understand that you do not have the right-of-way.

Learn and observe traffic laws and customs!

- Obey all traffic lights and stop signs. Bicyclists expect you to observe the rules of the road.
- If you must walk in the roadway or bike lane, if possible, walk facing traffic, closest to the curb. Be aware that bicyclists may try to pass you.
- Bicyclists always expect to pass on your left.

Watch and be aware of bicyclists!

- Watch for bicyclists before entering the roadway, bike lane or separated bikeway. Darting across a roadway or path may cause the bicyclist to crash when trying to avoid you.
- Be aware of bicyclists' movements and watch for their hand signals. Look before changing directions.
- Try to be predictable. Make your intentions clear. Unexpected movements could result in serious injury to you or the bicyclist.
- Stay alert! Put away electronic devices. Distracted walking is hazardous to all of us.
- Listen! If using earphones, you still need to be aware of bicyclists.

What Pedestrians Want Bicyclists to Know

Sometimes pedestrians do have the right-of-way!

- Pedestrians have the right-of-way on sidewalks and in crosswalks.
- When you ride on a sidewalk, be aware of local rules, slow your speed, yield to pedestrians, and pass only when there is room to pass safely.
- Pedestrians may walk in the roadway or bike lane when the sidewalk is unusable or missing. Respect the speed and manner in which they travel, especially slower pedestrians and those using strollers, wheelchairs or other mobility devices.
- Keep crosswalks free and clear for pedestrians when you are stopped at an intersection.
- Don't allow your bike to block pedestrians' access to walk light buttons or curb cuts when you're waiting on or near a sidewalk to cross at a signalized intersection.

Don't assume that every pedestrian sees you!

- Speak or ring a bike bell to alert pedestrians of your approach. Proceed with caution as they may be blind, hearing impaired or physically unable to move quickly.
- Remember to use hand signals. Make your intentions clear ahead of time.
- Make sure that you and your bike have adequate lighting at night or in inclement weather. Be aware that your lights may temporarily blind pedestrians.

Learn and observe traffic laws and signs!

- Walk your bike in crosswalks and where signs instruct you to walk your bike, such as pedestrian bridges. Remember that when you are walking your bike, you are a pedestrian.
- Obey all traffic lights and stop signs. Pedestrians expect you to observe the rules of the road like other drivers.
- Don't be a "hit and run" bicyclist. If you collide with a pedestrian, stick around until all parties' needs are addressed.

Watch and be aware of pedestrians!

- Watch for, and yield to pedestrians before making turns or leaving driveways.
- On multi-use paths, be aware that blind or disabled pedestrians may not be able to walk on the right or may require more space while being guided by a dog or another person.
- Stay alert! Put away electronic devices. Distracted bicycling is hazardous to all of us.
- Listen! If using earphones, at least one ear must be free of earbuds and earplugs.

Resources

Bicycle and Pedestrian Hazard Report

Notify us of obstacles or hazards that may inhibit bike or pedestrian travel by using the RTC's Hazard Report.

<http://www.sccrtc.org/hazard>

These reports are forwarded to the appropriate local jurisdiction for action. Reports may be submitted at any time.

2016 Santa Cruz County Bikeways Map

The SCCRTC produces the County Bikeways Map, which shows bicycle lanes, bicycle paths, alternate routes, amenities, and bicycles resources within Santa Cruz County. You can download the map by visiting <http://sccrtc.org/services/bike/>. For a free printed map, pick one up at 1523 Pacific Ave, Santa Cruz, contact the RTC at (831) 460-3200 or e-mail info@sccrtc.org.

Community Traffic Safety Coalition

The Community Traffic Safety Coalition works to reduce traffic related injuries and accidents in Santa Cruz County, while also promoting alternative modes of transportation. For more information, visit <http://www.sctrfficsafety.org/>

Thanks to the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee for its valuable contributions to this brochure.

What Bicyclists and Pedestrians Want Each Other To Know



Santa Cruz County Regional Transportation Commission

Elderly and Disabled Transportation Advisory Committee



Brochure developed by the Pedestrian Safety Work Group, a subcommittee of the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee.

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: 2017 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) identify State or Federal legislative issues the Regional Transportation Commission (RTC) should consider, pursue or monitor in 2017.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County. Working with the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), other transportation entities, and its legislative assistants, monitors legislative proposals, the RTC notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff is in the process of developing the RTC's 2017 State and Federal Legislative Programs. **Staff recommends that the RTC's advisory committees provide input on the draft legislative priorities (Attachment 1) and identify any additional issues that the RTC should consider, monitor or pursue in 2017.** Following committee reviews of the draft legislative program, the RTC is expected approve the Legislative Programs at its January or February 2017 meeting.

Given that traditional revenue sources, such as gas taxes, are unpredictable, have dropped significantly in recent years, and generate less than half of what is needed to operate, maintain, and improve the transportation system, the recommended legislative priorities for 2017 once again focus on preserving funds designated for transportation and generating new, more stable revenue sources. Staff recommends that the RTC continue to support legislative proposals that: increase funds for local roadway preservation, transit, active transportation, the Freeway Service Patrol, the State Transportation Improvement Program (STIP) and other programs.

New stable funding is desperately needed, especially since the drop in gasoline and diesel prices is resulting in severe reductions in revenues designated for local streets and roads, the State

Transportation Improvement Program (STIP), the State Transit Assistance (STA) program, and other programs. While the California legislature considered significant transportation funding proposals earlier this year, the legislature was unable to reach a deal that would meet the two-thirds vote requirement. While the Governor, state legislative leaders, and President-elect Trump have indicated they will make infrastructure funding a priority next year, many anticipate that both federal and state leaders will instead be focused on health care, immigration and other non-transportation issues.

SUMMARY

Committee members are encouraged to suggest items for the RTC to consider for its 2017 Legislative Program.

Attachment 1: Draft 2017 Legislative Program

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**Santa Cruz County
Regional Transportation Commission
2017 STATE Legislative Program**

DRAFT

Transportation Funding

- **Restore and Stabilize Funding:** Support legislation and other efforts to restore, increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects.
 - Protect transportation funds, including Highway Users Tax Account (HUTA), transit, and regional funds from diversion to other State programs, including General Fund debt repayment.
 - Restore the price-based excise tax to 18-cents per gallon and eliminate annual adjustments.
 - Constitutionally protect all current and future taxes and fees imposed on motor vehicles from being loaned to the General Fund, used to pay general obligation bond debt service, or diverted to other non-transportation purposes.
 - Restore, protect and expand the funding and decision-making role of local and regional agencies, rather than the State making top-down funding decisions that are not community-based.
 - Restore State Transportation Improvement Program (STIP) county-shares. Nearly \$7 million needs to be restored to our region.
- **Increase State Funding for All Transportation Modes:**

State investments have not kept pace with the demand and cost to maintain and operate California's transportation system. Immediate and long-term sustainable solutions are needed.

 - **Immediate measures:** Support measures that immediately increase funds for transportation - index and increase state gas tax; support new transportation bonds and new vehicle license and/or vehicle registration fees; increase funds for the Freeway Service Patrol program.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Redirect and Increase Weight Fees:** Restore the \$1 billion/year in truck weight fees that have been diverted to pay for General Fund bond debt obligations and restore all the of the price-based gas tax to STIP and Local Streets and Roads.
 - **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Broaden the definition of "disadvantaged communities" to ensure areas in Santa Cruz County that are recognized as such under most understandings of the term are not excluded from the definition used for the Cap and Trade program.
 - **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.
 - **Distribution:** For any statewide or federal revenues, ensure a strong role for regional agencies in planning and determining transportation investment priorities; ensure funds are distributed equitably and not disproportionately distributed to large regions.
 - **Support multimodal transportation system:** Support legislation that increases funding for and supports implementation of complete streets, active transportation bike, pedestrian, and transit projects, transit-oriented development.

- **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets
 - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, including new gas taxes and vehicle registration fees.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fees. *(SB83 cleanup)*
- **Lower Vote Threshold:** Support efforts to amend the constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation
 - Transit projects
 - Santa Cruz Branch Rail Line
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)

Project Implementation

- **Streamlining & Expediting:**
Support legislation and other efforts that modernize and accelerate project delivery and the creation of jobs.
- **Advanced Mitigation:**
Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing.
- **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:**
Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways. Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.
- **Encroachments**
Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **Active Transportation Facilities:**
Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian safety countermeasures; providing additional direction and consistency for accessible pedestrian design.
- **Administrative:** Allow advance payment of planning, programming, and monitoring (PPM) and other program funds, in order to resolve cash flow challenges faced especially by small regional agencies, including the RTC.



**Santa Cruz County
Regional Transportation Commission**

DRAFT

2017 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Transit operations and capital projects
 - Local street and roadway preservation
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
 - 511 implementation
- **Stabilize and Increase Funding**
 - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account, current per-gallon gasoline fees are insufficient.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County.
- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
- **FAST Implementation**
 - Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that DOT implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on projects.
 - **Active Transportation:** Support continued funding for pedestrian and bicycle projects
 - **Transit:** Support increased funding for transit, continued growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), and increase funds for ADA implementation.
- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation or expand eligibility for CMAQ to Santa Cruz County.
- **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.
- **TIGER:** Maintain the TIGER program
- **Marketplace Fairness:** Allow states and local governments to collect sales taxes on out-of-state online purchases, which would increase TDA and local sales tax revenues.

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AGENDA: December 13, 2016

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: FY 2015, 2016 and 2017 Section 5310 Grant Cycle

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Receive information about the Federal Fiscal Year 2015, 2016 and 2017 Section 5310 grant program; and,
 2. Designate a local review committee to preliminarily score Section 5310 grant applications and develop a regional project prioritization list for consideration by the RTC.
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Background

Funding is available from Section 5310: Elderly & Disabled Specialized Transit Program. This grant program provides capital grants for the purchase of specialized transportation vehicles and related equipment that meet the transportation needs of elderly persons and persons with disabilities. Eligible projects include the purchase of accessible vans and buses, communication equipment, computer hardware and software, mobility management and one year of operating costs. These funding sources are administered by Caltrans under the direction of the California Transportation Commission. Santa Cruz County is considered under the small and rural community's portion of this program. Approximately \$20 million is available for small and rural communities in this grant cycle. Funding for small and rural communities is awarded on a competitive basis, rather than by formula allocation.

Discussion

The Moving Ahead for Progress in the 21st Century Act (MAP-21) created two programs within the Section 5310 grant program. The programs are referred as the Section 5310 "Traditional Projects" and "Expanded Projects". Projects eligible under the "Traditional Projects" include vehicles and other equipment. Projects eligible under "Expanded Projects" include vehicles, operating assistance, mobility management, and other equipment.

The Section 5310 grant applications are due March 1, 2017 to Caltrans. The Section 5310 Federal Fiscal Year 2015, 2016 and 2017 fact sheet, including the grant timeline, is included as Attachment 1. All grants must be submitted using the Caltrans Electronic Grant Management (EGM) system. Trainings for the EGM system will be held January 9-13 (Attachment 2).

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, RTC's role in the FTA 5310 program is to provide feedback to project sponsors and score applications submitted under the Section 5310 Traditional Program. The Regional Transportation Planning Agency's scores and regional prioritization lists are due to Caltrans April 3, 2017. The State Review Committee (SRC) verifies the RTPAs' scores on the vehicle and equipment project applications. SRC scores the Operating Assistance and Mobility Management applications. The California Transportation Commission is scheduled to adopt the final program of projects in June 2017.

The maximum award per agency for Section 5310 projects, including both "traditional" and "expanded projects", is \$1 million. Equipment, not including vehicles, is limited to \$60,000 for the entire request. All projects must be derived from a [Coordinated Public Transit-Human Services Transportation Plan](#), adopted in 2008.

In years past, a local review committee was formed to review the applications and score projects consistent with Caltrans scoring criteria. **RTC staff requests that the E&D TAC designate a local review committee to preliminarily score Section 5310 grant applications and develop a regional project prioritization list for consideration by the RTC.** In order for the local review committee to provide feedback on applications prior to their submittal to Caltrans, RTC staff requests that project sponsors submit applications to RTC for review by January 18, 2017 and hold January 26, 2017 between 1:00-4:00pm to meet with RTC staff to receive the application's preliminary scoring. Participants in the local review committee should hold January 26, 2017 from 10:00am-12:00pm to discuss preliminary scoring for applications.

Summary

Funding is available from Section 5310: Elderly & Disabled Specialized Transit Program. The Section 5310 grant applications are due March 1, 2017 to Caltrans. As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, RTC's role in the FTA 5310 program is to provide feedback to project sponsors and score applications submitted under the Section 5310 Traditional Program. **RTC staff requests that the E&D TAC designate a local review committee to preliminarily score Section 5310 grant applications and develop a regional project prioritization list for consideration by the RTC.**

Attachment 1: Section 5310 Fact Sheet
Attachment 2: FTS 5310 Workshop

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FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Federal Fiscal Years 2015, 2016 and 2017

PROGRAM FACT SHEET AND TIMELINE

Program Purpose:

Provide capital and operating assistance grants for projects that meet the transportation needs of seniors and individuals with disabilities: where public mass transportation services are otherwise unavailable, insufficient or inappropriate; that exceed the requirements of the ADA; that improve access to fixed-route service; that provide alternatives to public transportation.

Funds Available FFY 2015 – 2017

- Approximately \$28 million in Federal funds for Large UZAs; and \$20 million for Small Urban and Rural.
- Projects are funded 100% with Federal funds upon FTA approval of Transportation Development Credits (Toll Credits)
- FTA mandates that at least 55% of funding is used for vehicle and other equipment projects.
- FTA mandates that no more than 45% of funding be used for Operating Assistance and Mobility Management projects.

NEW this grant cycle: Electronic Grants Management System (EGM). All projects will be administered online from application to project closeout. Less paper, more efficiency! EGM training will be in January 2017.

Eligible Applicants:

- * Private non-profit corporations; (Vehicles, Other Equipment, Mobility Management and Operating Assistance);
- * Public agencies where no private non-profits are readily available to provide the proposed service (Vehicles and Other Equipment);
- * Public agencies that have been approved by the State to coordinate services (Vehicles and Other Equipment);
- * Public agencies (Operating Assistance and Mobility Management);
- * An Operator of Public Transportation that receives a Section 5310 grant indirectly through a recipient (Operating Assistance and Mobility Management).

Eligible Equipment:

- * Accessible vans and buses;
- * Mobile radios and communication equipment;
- * Computer hardware and software

Vehicle Replacement Eligibility:

Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A replacement bus(s) or van must meet or exceed useful life at the time of application.

Service Expansion Eligibility: Applicants must be able to document that the proposed transportation service will provide:

- * Services to additional persons; or
- * Expand the service area or hours; or
- * Increase the number and/or frequency of trips.

Eligible Mobility Management Activities: Include, but are not limited to:

- * Planning, development, implementation of coordinated transportation services;
- * Travel training/trip planning.

Eligible Operating Activities: Include, but are not limited to:

- * Expansion of hours/service of paratransit service beyond the requirements of ADA;
- * Enhancement of services (same day; etc.)
- * New or expansion of Volunteer Driver Programs.

Funding Selection Process:

1. The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
2. The State Review Committee reviews the RTPA scores, and compiles a statewide-prioritized list of projects based on available funding.
3. The California Transportation Commission (CTC) holds a public hearing to review and adopt the final list of small urban and rural projects.
4. Caltrans submits approved projects to the FTA.

Program Requirements: Once approved by FTA, successful applicants enter into a Standard Agreement with Caltrans. The agreement remains in effect until the project's useful life; or, for mobility management or operating assistance projects, the Standard Agreement duration. Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment. Grantees must be prepared to comply with the requirements of Caltrans, the Department of Motor Vehicles, and the regulations of the California Highway Patrol.

PROGRAM NOTE:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with state and federal procurement procedures when purchasing with local funds. Upon project completion, the grantee requests reimbursement from Caltrans for the Federal Share.

5310 PROGRAM TIMELINE

- November 2016** - RTPA/MPO Training scheduled for Redding, Sacramento, Riverside
- Begin Schedule for Public Hearings (Public Transit Only)
- January 9, 2017** - Call for Projects
- Grant Application Workshops
- January 9-13, 2017** - EGM Training for Agencies/RTPAs and Application Workshops (Workshops scheduled for Redding, Sacramento, Oakland, Visalia, San Bernardino/Riverside area). See **2017 Applicant Workshop Flyer** at: <http://dot.ca.gov/hq/MassTrans/5310.html>
- March 1, 2017** - Applications are closed on EGM for any additional entry. System locks applications at 5 PM on March 1. Before EGM closes RTPAs certify to Caltrans that all projects are included in their respective Coordinated Plans.
- The RTPAs score the vehicles and equipment applications. SRC verifies the RTPAs' scores on the vehicle and equipment project applications. SRC scores the Operating Assistance and Mobility Management applications.
- Complete Public Hearings (**must be completed by April 3, 2017**)
- April 3, 2017** - RTPAs verify regional prioritized lists on EGM to be submitted to FTA by Caltrans.
- Grace period for completing Public Hearings ends.
- April 2017** - Regional scores are merged into a statewide-prioritized list of projects.
- May 2017** - Submit draft list to CTC for book item at the upcoming CTC meeting
- CTC distributes public draft Program of Projects (POP)
- June 2017** - CTC conducts staff level conference for the SRC to hear any filed appeals
- CTC conducts public hearing to adopt final POP
- Final POP distributed publicly
- Projects are programmed in the FTIP **prior to Submittal of Grant to FTA. Rural will be programmed by Caltrans into the FTIP**
- August 2017** - Schedule Successful Applicant Workshops, verify new agency information
- After verification that all projects have been programmed, approved POP submitted to FTA for funding approval
- After FTA's final approval, Standard Agreement process initiated
- Procurement process begins.

*For additional information call our toll free number (1.888.472.6816) or visit our website at:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>*

2017 APPLICATION WORKSHOPS FOR FTA PROGRAM: SECTION 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Register Now!!!

These workshops are intended to help applicants understand the new online application process and learn about general requirements. The workshops also help applicants understand the grant cycle process and go through the steps of completing the entire application.

To register for a workshop or obtain additional information please contact the 5310 staff at toll-free number (888) 472-6816, or visit the website at:

<http://www.dot.ca.gov/hq/MassTrans/5310.html>



LOCATION	DATE	TIME	ADDRESS
Sacramento	Monday January 9	9:30 am - Noon	Sacramento Area Council of Governments (SACOG) 1415 L Street Sacramento, CA 95814
Oakland	Tuesday January 10	9:30 am - Noon	Caltrans District 4 Office Conference Rm. 8-320 111 Grand Avenue Oakland, CA 94612
Visalia	Tuesday January 10	9:00 am - 11:30 am	Tulare County Association of Governments 210 N. Church St., Ste. B Visalia, CA 93291
Riverside	Wednesday January 11	1:00 pm – 4:00 pm	Riverside County Transportation Commission 3 rd Floor, Conference Room A 4080 Lemon Street Riverside, CA
Redding	Wednesday January 11	9:00 am - Noon	Shasta Regional Transportation Agency 1255 East Street, Ste. 202 Redding, CA