



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

AGENDA ~ 1:30pm- 3:30pm, Tuesday, November 14, 2017
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 October 10, 2017 – pg. 3**
6. **Receive Transportation Development Act Revenues Report – pg. 6**
7. **Receive RTC Meeting Highlights – pg. 7**
8. **Recommend the RTC approve E&D TAC Appointement**
 - a. Jon Bailliff to the E&D TAC Member position of Social Service Provider- Disabled
 - b. Constance Fortino to the E&D TAC Member Alternate position of Social Provider- Disabled – pg.9
9. **Receive Information Items – pg.15**
 - a. Letter from E&D TAC to Santa Cruz County Board of Supervisors
 - b. FTA Manual on Bicycle and Pedestrian Connections, Executive Summary
[Full Report](#)
10. **Receive Agency Updates** *(other than items on the regular agenda)* – **pg. 22**
 - a. Volunteer Center- 1st Quarter 2017/2018
 - b. Community Bridges – None
 - c. Santa Cruz Metro – None

REGULAR AGENDA

11. 1:45pm- Draft California State Rail Plan- pg. 23
12. 2:05pm- Regional Transportation Improvement Program (RTIP) Draft Project List – pg. 49
13. 2:35pm-Cruz511 In Your Neighborhood Project Activities and Results – pg.61
14. 2:55pm- Seniors Council/Area Agency on Aging of Santa Cruz – Seniors Solutions Summit- Transportation Summary- pg.63
15. 3:10pm- Pedestrian Safety Workgroup Update
16. 3:30pm- Adjourn

Next meeting: 1:30 pm, December 12, 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

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.

TITLE VI NOTICE: The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.



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

Draft Minutes

E&D TAC Meeting

1:30pm- 3:30pm, Tuesday, October 10, 2017

Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95062 (2nd Floor)

1. Call to Order
2. Introductions

Members Present:

Kirk Ance, Community Bridges/Lift Line/CTSA
Veronica Elsea, 3rd District
Lisa Berkowitz, CTSA
John Daugherty, SCMTD
Tara Ireland, Vounteer Cener
Cara Lamb, Potential Transit User

Alternates Present:

None

Excused Absences:

Pam Arnsberger, 2nd District
Dulce Lizarraga-Chagilla, Social Service
Provider -Seniors

Lori Welch, 5th District
Clay Kempf, Social Services Provider-Seniors

Unexcused Absences:

Greta Kleiner, Potential Transit User Disabled

RTC Staff Present:

Grace Blakeslee
Luis Mendez

Others Present:

Pete Rasmussen, SCMTD
Steve Wiesner, County of Santa Cruz
Tim Nguyen, County of Santa Cruz
Becky Steinbruner-Aptos Resident
Thomas Stumbaugh-Aptos Resident
Marilyn Garret, Santa Cruz County Resident
Stan Sokolow, Santa Cruz County Resident
Sean Vienna, AMBAG
Ciro Aguirre, SCMTD

3. Oral communications
 - John Daugherty announced an event sponsored by the Santa Cruz County Commission on Disabilities on Saturday, October 21, 2017 at 1:00pm at the Santa Cruz Policy Community Room.
 - Marilyn Garret called for a ban on cell phone use on buses and provided a handout describing the affects of cell phone service on bus riders.
 - Becky Steinbruner reminded people of the opportunity to view potential future transportation and land uses through the OWL viewer, a project sponsored by the RTC, at Soquel Drive and Chanticleer Avenue and Natural Bridges near the Santa Cruz Branch Rail Line.
 - Stanley Sokolow stated that he experienced difficulties using the OWL technology and informed the audience that he was interested in ways of enhancing bus service in Santa Cruz County. He announced an upcoming meeting to discuss bus rapid transit lite on Soquel Ave/Dr.
 - Gail McNulty provided information about the subgroup "Inclusive Greenways" and invited attendees to contact her for more information. She also informed members about the Greenways open house at the Blitzer Gallery on Thursday, October 20. Ms. McNulty

expressed concern about references made by attendees at the City of Santa Cruz Planning Commission Meeting on October 13, 2017 that she stated suggested that rail transit service on the Santa Cruz Branch Rail Line would reduce Highway 1 congestion between the City of Santa Cruz and the City of Watsonville.

- Veronica Elsea thanked the City of Santa Cruz and Granite Construction for responding to the transportation needs of Westside residents during construction on King Street. She informed attendees that the staff took time to train construction workers on the needs of people who are visually impaired and who are utilizing facilities in the construction zone.

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

CONSENT AGENDA

5. Approved minutes from September 12, 2017
6. Received Transportation Development Act Revenues Report
7. Received RTC Meeting Highlights
8. Recommended E&D TAC Reappointments
9. Received Information Items - None
10. Received Agency Updates *(other than items on the regular agenda)*
 - a. Volunteer Center- TDA Claim 16/17 4th Quarter Report
 - b. Community Bridges- none
 - c. Santa Cruz Metro – none

Action: A motion (Berkowitz/Daugherty) was made to approve the minutes with the correction to the September 12, 2017 minutes requested by Marilyn Garret, member of the public, to indicate that her comments included reference to the impact of the exposure of wifi service provided on buses on causes of functional impairment. The motion passed with members Berkowitz, Daugherty, Elsea, Ance, Ireland voting in favor and Lamb abstaining.

Action: A motion (Daugherty/Ance) was made to approve the consent agenda. The motion passed with members Berkowitz, Daugherty, Elsea, Ance, Ireland voting in favor and Lamb abstaining.

REGULAR AGENDA

11. Reviewed Metro Route 71 Inbound Bus Stop Relocation- Aptos Village Project

Steve Wiesner, County of Santa Cruz Public Works staff and engineer, provided an overview of planned improvements to Soquel Drive near Aptos Village. He explained that the existing four way stop on Soquel Drive at Trout Gulch Road will be signalized, a new signalized intersection to provide access to a new road, Parade Street, will be constructed and a left hand turn lane on Soquel Drive to provide access to Parade Street for motorists traveling southbound on Soquel Drive will be provided. Mr. Wiesner explained that the current route 71 inbound bus stop will be moved south of its current location on Soquel Drive to a new location approximately 100ft south of Trout Gulch Road. Mr. Wiesner informed committee members that, in coordination with Santa Cruz Metro staff, County of Santa Cruz staff re-reviewed the bus stop design to ensure all aspects of the design meet the Americans with Disabilities Act (ADA) regulations. Mr. Wiesner reviewed in detail the paths of travel

to the bus stop from two crosswalks, one crossing Trout Gulch and one crossing Soquel Drive, including curb cuts, ramps, and sidewalks. Mr. Wiesner reviewed the bus stop design including the bus pull out, ADA landing pad, bus shelter and lighting. Mr. Wiesner described slope and widths of the planned access to the bus stop and the bus stop and consistency with ADA regulations.

Committee members and members of the public asked for additional clarification about the widths and slopes of curb ramps and sidewalks that provide access to the bus stop and the bus stop design. Committee members and members of the public discussed how the bus will access the bus stop and concrete bus pad and deploy passengers. Committee members and members of the public expressed safety concerns about the new bus stop location and discussed alternate locations for the new bus stop including maintaining the bus stop at its current location, locating the bus stop north of its current location, and other sites that may have been considered as part of the Aptos Village Project planning effort. Members of the public expressed concern about the purpose for the bus stop relocation and asked questions about the need to signalize intersections in the project area and to construct a new roadway, Parade Street. Committee members asked about the construction timeline for the new bus stop and about the public involvement in the project design. Committee members and RTC staff discussed the E&D TAC's role and responsibility in reviewing projects that request funding from the RTC.

Action: A motion (Daugherty/Lamb) to write a letter to the County of Santa Cruz Board of Supervisors to request additional information about why an alternative bus stop location close to the existing bus stop was not pursued and how the new bus stop design would mitigate potential safety conflicts and to encourage dialog between the County of Santa Cruz public works staff, Aptos residents and business owners in Aptos Village. The motion passed with members Elsea, Lamb, Daugherty, Berkowitz voting in favor. Members Armstrong and Ance abstained. No votes were cast in opposition.

12. Adjourn- 3:40pm

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

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2017-2018**

MONTH	FY16 - 17 ACTUAL REVENUE	FY17 - 18 ESTIMATE REVENUE	FY17 - 18 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	629,500	637,054	583,500	-53,554	-8.41%	91.59%
AUGUST	839,400	849,473	778,000	-71,473	-8.41%	91.59%
SEPTEMBER	872,266	882,733	1,146,538	263,805	29.89%	105.86%
OCTOBER	657,500	665,390	665,500	110	0.02%	104.58%
NOVEMBER	876,700	887,220				
DECEMBER	813,479	823,241				
JANUARY	632,900	646,849				
FEBRUARY	843,800	862,431				
MARCH	911,051	781,837				
APRIL	626,200	572,496				
MAY	834,900	763,397				
JUNE	563,619	814,337				
TOTAL	9,101,315	9,186,458	3,173,538	138,888	1.51%	35%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2018\[Copy of FY2018 TDA Receipts.xlsx]FY2017



*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*

*CONTACTS: George Dondero, Executive Director
Luis Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) November 2nd 2017 Meeting Highlights

The 2018 California State Rail Plan lays out approach to meeting transportation needs

The Commission received a presentation on the draft [2018 California State Rail Plan](#) that is consistent with the state's policies on climate change and reduction of green gas emissions, and provides a framework to plan and implement California's rail network for the next 20 years and beyond. This bold plan prioritizes state investment in an efficient, effective passenger and freight rail system. The plan includes service throughout the Monterey Bay with connections to the state's rail network at Pajaro (Watsonville Junction) and Castroville.

Preferred alternatives for the Highway 1 corridor tiered environmental documents

The [Regional Transportation Commission](#) received a report on the updated technical studies for the Highway 1 Tiered Environmental document. In review of the projects' purpose and need, and comparison of key performance measures the Project Development Team (PDT) identified the HOV Lane project as the preferred long range vision for the corridor and construction of the auxiliary lanes between 41st Ave and Soquel Drive and Chanticleer Bike/Pedestrian Overcrossing as the next Highway 1 improvement project. The RTC supported the decision of the PDT as best meeting the project's purpose and need, providing more options for future projects on the corridor, and consistent with the Measure D transportation sales tax measure.

Fiscal Year (FY) 2017-18 RTC Budget amended

The [Regional Transportation Commission](#) adopted a resolution amending the Fiscal Year (FY) 2017-18 Budget and Work Program. It is balanced and implements the RTC's priority projects, on-going programs, and Measure D funding, projects and activities.

Upcoming RTC and Committee Meetings:

Please check the RTC website [www.sccrtc.org] or call 831-460-3200 to confirm. Agendas are posted to the website at least 3 days before the meeting.

Bicycle Advisory Committee

Monday, November 13, 2017, 6:00 p.m.
RTC Offices, 1523 Pacific Avenue, Santa Cruz

Transportation Policy Workshop

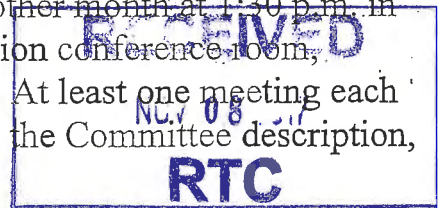
Thursday, November 16, 2017, 9:00 a.m.
RTC Office, 1523 Pacific Avenue, Santa Cruz

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 831-460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

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: Jon Bailiff

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

Phone: (home) [REDACTED] (business/message) same

E-mail: jbailiff@hope services.org

Length of residence in Santa Cruz County: 24 yrs.

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

☒ SCCRTC comm. member ☐

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

Previous appointee to:
Arts Commission of Santa Cruz Co.
Public Art committee of Santa Cruz
Depot Park Committee

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Hope Services of Santa Cruz	Santa Cruz	Master Weaver & Teacher	8-1-17 to Present
City of Santa Cruz Lifeguard & Marine Safety	Santa Cruz	Supervising LG EMT & Marine Rescue Swimmer Shop Steward	'02-'10
Placement Alternatives for Kids (P.A.R.K.) Santa Cruz Co.	Santa Cruz & Watsonville	Art Teacher	'00-'02

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.



Signature

11.3.17

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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Jon Bailiff

Jon Bailiff
Hope Services, Santa Cruz District

11-3-2017

Statement of Qualifications

Having served as an appointee to the Depot Park Committee from the Public Art Committee of Santa Cruz and The Santa Cruz Arts Commission for the three years it took to complete the planning and design process I was informed of and involved in the early days of SCCRT's acquisition of the Union Pacific right-of-ways in the region.

Acquiring these crucial arteries has opened up superb opportunities for re-thinking and re-envisioning the modes and means of transportation in our community. We are seeing rapid shifts in the means by which we move around our world. The SCCRTC will need to be more involved than ever in shaping the look and feel of our transport landscape in my opinion.

With an opportunity to attend meetings and offer my perspective as a committee member from Hope Services Santa Cruz District I look forward to advising and advocating on behalf of the elderly and the disabled as the RTC looks to the future.

Exciting opportunities lie ahead for those most in need of practical, safe and reliable public transportation. I look forward to dedicating time and energy to the discussion and planning of for new developments in transportation and public access for our region.

Sincerely,
Jon Bailiff
Hope Services Santa Cruz

COMMITTEE APPOINTMENT APPLICATION

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

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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: Constance Fortino

Home address:

Mailing address (if different):

Phone: (home) (business/message) 831-600-1512

E-mail: cfortino@hopeservices.org

Length of residence in Santa Cruz County: I live in San Mateo County; however, I have been employed by Hope Services, since March 2015, serving the whole county.

Position(s) I am applying for:

X Alternate to Jon Bailiff, Voting Member Representing the community

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

None

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Hope Services	Santa Cruz	Program Coordinator	3/2015- Present

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.



Signature

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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To Whom It May Concern,

I am interested in serving on this committee because of my work with Adults with Disabilities. As a coordinator at Hope Services I see the challenges our clients have in getting to their community and I would like to become a part of the committee and a voice for them.

Sincerely,

Constance Fortino



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

October 25, 2017

John Leopold, Chair
County of Santa Cruz Board of Supervisors
701 Ocean Street
Santa Cruz, California 95062

Re: Route 71 Inbound Bus Stop Relocation- Aptos Village Project

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) would like to thank the County of Santa Cruz and Santa Cruz Metropolitan Transit District (Santa Cruz Metro) staff for attending the October 10, 2017 meeting to provide information and respond to questions about the Route 71 inbound bus stop relocation and design included in the Aptos Village Project. The E&D TAC advises the Santa Cruz County Regional Transportation Commission (RTC), Santa Cruz Metro, and other service providers on transportation needs for people with disabilities, seniors and persons of limited means. In 2013, the E&D TAC reviewed the County of Santa Cruz funding request for the Aptos Village Project. In June 2017, the E&D TAC contacted the County of Santa Cruz staff to inquire about the changes to the Route 71 bus stop relocation included in the Aptos Village Project and the bus stop design's compliance with the American with Disabilities Act (ADA).

At the October 10, 2017 meeting, the County of Santa Cruz staff and representatives from Santa Cruz Metro described the Route 71 bus stop relocation included in the Aptos Village Project, explained how each aspect of the project design complied with ADA regulations including but not limited to the bus stop, the sidewalk and curb ramps and responded to questions from committee members and members of the public. Following the discussion, the E&D TAC approved a motion to write a letter to the County of Santa Cruz Board of Supervisors to request additional information about why an alternative bus stop location closer to the existing bus stop was not pursued, and how the new bus stop design would mitigate potential safety conflicts and to encourage dialog between the county public works staff, Aptos residents and local business owners. The E&D TAC requests that these items be addressed in a timely manner as construction is underway and that the E&D TAC is notified of your findings and of any action taken.

The E&D TAC would like to thank staff for continuing to work with the E&D TAC to meet the transportation needs of all county residents.

Sincerely,

Veronica Elsea
E&D TAC Chair

cc: Santa Cruz Metropolitan Transit District

EXECUTIVE SUMMARY

Overview

Why? By approaching transit service as door-to-door, not just stop-to-stop, transit agencies and their jurisdictions can improve safety and increase public transportation use. Walking is a foundational element of a balanced transportation network and provides a key connection to public transportation. Most people are pedestrians (on foot or using a wheelchair or other assistive device) at one end or the other of a transit trip. Although smaller shares of transit users ride a bicycle (vs. walk) to access stops, bicycling offers the opportunity to further expand the reach of transit.

Walking and bicycling are important tools for making it easier and more convenient for riders to use public transportation. They also give riders more options and support multimodal trips as well as help alleviate overcrowding and serve as backstops in cases of transit outages. Finally, these active transportation modes promote rider health, alleviate congestion, and reduce motor vehicle pollutants.



*Crosswalk at a rail station
in Atlanta, Georgia*



*Accessible bicycle parking
in Portland, Oregon*

What? This manual provides noteworthy practices to help transit and other transportation professionals improve pedestrian and bicycle safety and access to transit. It provides information on evaluating, planning for, and implementing improvements to pedestrian and bicycle access to transit. In addition to covering key concepts such as access sheds, connected networks, and station area comfort, safety, and legibility, the manual covers needs specific to pedestrians, such as complete sidewalks and safe, convenient crossings, and to bicyclists, such as bicycle parking and on-transit accommodations. Topics covered include integrating bike share with transit and making bike share and transit more accessible to people who are unable to ride standard bicycles. The manual also features a detailed section on implementation that covers funding, marketing, interagency coordination, and data collection.

How? The manual includes references to existing guidance documents and information collected through a literature review, interviews with professionals, and three case studies of regions that are taking innovative approaches to integrating pedestrians and bicycles with transit—Atlanta, Los Angeles, and Minneapolis-St. Paul. The case studies help to frame several key lessons, including the need for transit agencies to prioritize walking and bicycling for transit access, the value of strong plans and policies as pillars of future prioritization and investment in walking and bicycling connections, and the importance of transit agencies and Regional Planning Agencies (RPAs) in helping local jurisdictions to enhance their capacity to plan for, fund, and implement improvements.

Manual Organization

This manual is divided into the following areas:

- **Section 1** discusses the benefits of improving pedestrian and bicyclist access to transit.
- **Sections 2 and 3** discuss the overarching concepts regarding pedestrian and bicycle access to transit such as access sheds and important planning and design concepts integral to creating high-quality station areas.
- **Sections 4 through 9** examine specific considerations and techniques for riders accessing public transportation by foot or bicycle, such as bus stop location and bicycle-bus conflicts. They also discuss access considerations for both pedestrians and bicyclists by examining elements such as street crossings, wayfinding, and other first/last mile solutions.
- **Sections 10 and 11** highlight planning and implementation for pedestrians and bicyclists. The implementation section addresses subjects such as agency priorities and ideas about collaboration, cooperation, and coordination.
- **Section 12** presents three case studies—Atlanta, Los Angeles, and Minneapolis-St. Paul.
- **Section 13** lists key resources by subject area and section. Peer reviewed literature is listed alphabetically at the end.

Case Study Communities

The **Los Angeles** region typically has been viewed as the epitome of car culture and sprawl. However, more transit trips are made there than any region in the US outside of the New York City region (APTA, 2017). Within the region, Long Beach and Santa Monica have been leaders in promoting active transportation, and now, cities such as Los Angeles and Pasadena and regional agencies (e.g., the Los Angeles County Metropolitan Transportation Authority [LACMTA] and the Southern California Association of Governments [SCAG]) are also refocusing efforts around active transportation. As the region builds out a transit network and rolls out bike share, it has a unique opportunity to reinvent itself. Public support of funding referenda, strong active transportation policies, government leaders who are promoting walking and bicycling, and demonstration projects position the region to be a future leader in pedestrian and bicycle access to transit.



Integrating transit with walking and bicycling is vital to ensure that people can easily and safely connect to transit. Having bicycle and pedestrian infrastructure at and around the immediate station area can encourage walking and bicycling. (Photo: Outside the Downtown Santa Monica Expo Line station)



Providing options for bicycle storage and boarding will encourage more people to ride bicycles to transit. If transit is equipped to accommodate bicycles, then people can choose to bring bicycles with them. Alternatively, a range of bicycle storage options allows people to park their bicycles at the transit station instead. (Photo: Outside the North Hollywood Red Line station)

Over the last 25 years, **Atlanta** has become one of the fastest-growing regions in the US. This rapid growth has contributed to urban sprawl, long commutes, and increased congestion. The region has now begun to focus more on walking, bicycling, and connections to transit. In 2016, the City of Atlanta voted on measures that will bring increased funding to transit operations and capital investments, along with a measure that includes \$190 million to directly expand bike and pedestrian access to transit. An important catalyst for regional interest in walking, bicycling, and transit connections has been the BeltLine, which consists of multiuse paths, transit, and public parks being developed in stages along a 22-mile former freight rail corridor ringing downtown Atlanta. In addition, the City of Atlanta, the Atlanta Regional Commission, and the Metropolitan Atlanta Rapid Transit Authority (MARTA) are working to develop more connected active transportation networks with links to transit.



High-quality pedestrian infrastructure is vital for accessing transit routes on major arterials and highways. The provision of well-marked, signalized crossings with pedestrian crossing islands goes a long way to improve safety along busy corridors. (Photo: Buford Highway in DeKalb County)



Investments in walking, bicycling, and connections to transit can catalyze economic development. Although only a few miles of the BeltLine trail have been finished, this initial investment has spurred more than \$1 billion in private development. (Photo: Ponce City Market along the BeltLine)

The **Minneapolis-Saint Paul** region is known for a world-class trail system that serves as the backbone of its bicycle network. Current challenges include creating safe and comfortable connections between the popular trail system and transit, filling in gaps and continuing to build out the bike share system to ensure that the growing light rail transit (LRT) and bus rapid transit (BRT) systems are well-connected to safe, comfortable, and convenient walking and bicycling routes, and extending trail successes and culture to streets and areas outside Minneapolis.



Improving both old and new bus stop designs is important. Stops should be highly visible, and lines and directions should be clearly marked. Comfort, safety, and accessibility can be provided through seating, shelter, cameras, and wide access routes. (Photo: Snelling and University A-Line bus stop)



Integrating multimodal networks requires coordination among agencies overseeing transit, trails, streets and services such as bike share. The region has been working to integrate its expanding light rail and bike share systems while connecting them with the extensive trail system. (Photo: 50th Street–Minnehaha Metro Transit light rail station and NiceRide bike share, viewed from Minnesota Valley State Trail)

Key Takeaways

Throughout site visits and conversations with people working to make walking and bicycling to and from transit safer and more appealing transportation options, several themes emerged. Although each city or region will have its own systems and challenges, following are some key findings that can help guide the transformation to a more connected transit system.

Collaboration is key. If the goal is to improve safety and maximize the use of walking and bicycling to transit, no single agency or organization can accomplish this on its own. Transit agencies do not control the street network around stations and stops; cities and counties usually do not make transit routing and facility choices; and RPAs may be the only organizations in a region with the capacity and mandate to be considering long-range planning opportunities and needs for walking and bicycling at a system-wide scale. Funding for larger projects is likely to come from multiple sources. State DOTs often maintain safety data that can be key to walking and bicycling projects. Moreover, a city, county, or region may face many other competing transportation needs, so connecting walking and bicycling to transit requires collaboration among a variety of agencies.

Culture change is needed both organizationally and socially. Change at the organizational level can happen at all levels. Champions leading the charge are needed among both agency staff and leadership. Adopting clear plans and policies to support active transportation connections to transit is a driver of organizational culture change and gives employees working on these topics the authority to advance them. In addition, the metrics that agencies are pursuing should be in line with desired goals. Culture change within an organization can be furthered by getting all players (planners, engineers, elected officials, police, etc.) to experience what it is like to get around without a car.

Broader cultural messaging is also important to encourage more people within the potential reach of transit to actually embrace walking and bicycling to get to transit. People will be more likely to walk and bike to transit if they hear about these modes, know people who are trying them, and have positive experiences. Agencies and organizations involved in transportation play a role in shaping culture change and adapting their message and programs to it. Some of the best projects come about when cities are able to anticipate future needs and demands and find creative ways to show people how transit, walking, and bicycling can make their lives better.

Safety, comfort, and convenience are pillars of inspiring people to want to walk and bicycle to transit. Feeling safe is a foundational element of a system in which people are comfortable walking or bicycling to access transit. If people feel that walking or bicycling is unsafe, either because of traffic or crime, other efforts will be severely constrained. Improving access to the system by making it safe

and convenient to all users, regardless of ability, can expand ridership (Ryan and Frank, 2009). Wayfinding around and at stations is important to making it easy and convenient for pedestrians and bicyclists to connect to transit. Frequent and reliable transit service also makes walking and bicycling more appealing ways to access transit.

Technology offers a great opportunity to help people understand and actualize the potential benefits from walking and bicycling—in terms of understanding how active they are being (e.g., wearable activity tracking technology) and what options are available to them (e.g., maps and apps that include walking, bicycling, and transit, and how to make the connections) and making it easy to connect (e.g., working to integrate payment systems).

Planning is a key element in knowing where change and improvements are needed and being prepared to take advantage of opportunities to implement change. Transit agencies should seek to incorporate walking and bicycling into their capital projects; implement retrofits to stations, station areas, and on-board facilities; and work with local municipalities and other entities to identify opportunities for access and network improvements. When planning the placement of stations and stops, transit agencies also should consider pedestrian and bicycle access and safety.

Street owners such as state, city, and county governments can identify bicycle and pedestrian access to transit improvements and document them in a plan or other official document. This allows the agencies to act quickly when funding opportunities arise, provide documented support for improvements, and include these improvements when larger projects are implemented.

RPAs are important planning partners for helping local agencies. As the coordinator of regional transportation priorities, they play a critical role in mediating discussions across local jurisdictions about how transportation dollars are planned and programmed. RPAs also may provide guidance on how to conduct planning activities and assessments, where there are opportunities to work together and how to fund projects, quantify benefits, and implement improvements.

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

				1sr QRT 2017-2018	1st QTR 2016-2017
	<u>Santa Cruz</u>	<u>San Lorenzo Vale</u>	<u>Watsonville</u>	<u>Totals</u>	<u>totals</u>
Volunteers	27	6	10	43	44
Unduplicated Clients	63	37	20	120	122
Total Rides	610	280	87	977	1042
Ride Requests unable to fill	32	11	10	53	48
Unfilled requests referred other agencies	19	9	4	32	28
Requests cancelled by client	53	12	5	70	87
<u>Trip destinations</u>					
Physician	173	94	43	310	351
Shopping & bank	185	15	8	208	252
Stroke Center	0	0	0	0	0
Hospitals and therapy	0	0	0	0	0
Convelescent homes	0	0	0	0	0
Doran Low Vision Center	0	0	0	0	0
Clinishare Dialysis	0	0	0	0	0
Other	12	0	36	48	0
Total	370	109	87	566	603
<u>Avg ride length (YTD)</u>	22				
<u>Total Miles driven (YTD)</u>	1,954				
<u>Total Reimbursement (YTD)</u>	\$219				

TO: Elderly and Disabled Transportation Advisory Committee

FROM: George Dondero, Executive Director

RE: California State Rail Plan

THIS ITEM IS FOR INFORMATION ONLY

BACKGROUND

On October 11 Caltrans released the new [2018 California State Rail Plan](#). This plan represents one aspect of significant changes in the state's approach to meeting future transportation needs. Consistent with state policies on climate change and reduction of greenhouse gas emissions, this strategic plan provides a framework to plan and implement California's rail network for the next 20 years and beyond. The plan provides operating and capital investment strategies leading to a coordinated, statewide travel system. Caltrans says that "by 2040, Californians will have access to an integrated, state-of-the-art rail system that will revolutionize personal mobility and enhance quality of life." A Fact Sheet is provided as Attachment 1, and the Executive Summary as Attachment 2. The link to the full report is provided above.

DISCUSSION

There are some notable differences between this draft strategic plan and prior state rail plans. First, this plan takes an integrated approach to rail service statewide. Service will be developed on a hub system, similar to the way airlines schedule service. Coordinated schedules will be timed to make transfer times brief and predictable. Express bus and urban rail components are included as essential links in the network.

Second, the plan is consistent with state goals to reduce greenhouse gas emissions.

Third, with the passage of SB 1 new funding for rail investment is now available. Programs include: State Rail Assistance, Transit and Intercity Rail Capital program, Congested Corridor program, and State Transit Assistance.

Fourth, the plan is bold. By 2040 the plan projects that trips by rail will grow from a current 110,000 daily trips to 1.3 million daily trips in 2040.

SUMMARY

Caltrans has issued a draft 2018 California State Rail Plan. A presentation and discussion will be provided.

Attachments:

1. Fact Sheet
2. Executive summary

Document3

2018 CALIFORNIA STATE RAIL PLAN



factsheet



WHAT IS THE 2018 CALIFORNIA STATE RAIL PLAN?

The Rail Plan establishes a long-term vision for **prioritizing state investment** in an **efficient, effective passenger and freight rail system**, which supports the goals and policies of the California Transportation Plan 2040. The Rail Plan identifies **service goals, capital costs, and a phased strategy** for achieving the Vision. This ambitious plan identifies a coordinated, statewide passenger rail network that will get Californians where they want to go, when they want to go, and enhance the movement of goods by rail to support California's industries and the economy.

PASSENGER RAIL: Rail Plan investments will open the door for travelers to **glide past traffic** on reliable trains and buses in dedicated lanes; **transfer quickly and easily** with timed transfers; and to plan an entire, door-to-door trip, even on different trains, using a **single ticket**.

FREIGHT RAIL: The Rail Plan establishes state priorities for freight: improving **trade corridors, yards and terminals**, and **access for businesses**; and enhancing the competitiveness of California's ports and intermodal transfer facilities.

IMPLEMENTATION HIGHLIGHTS

The Short-Term Plan (2022)

- » Caltrain electrification
- » Committed rail improvements/extensions
- » More bus connections to fill gaps
- » Elimination of existing rail freight bottlenecks
- » Statewide service planning – connect train routes

The Ten Year Plan (2027)

- » High Speed Rail – Central Valley to Silicon Valley
- » More frequencies using available capacity
- » Timed connections between services
- » Fully operational integrated ticketing
- » Rail freight – shared passenger lines, trade corridors

The Vision (2040)

- » High Speed Rail – Anaheim to San Francisco by 2029
- » High Speed Rail connections – Sacramento, Inland Empire, San Diego
- » New regional rail system connections
- » Regular frequencies & fast services



contact us

For more information, or to view the Rail Plan and submit comments, please visit our website at www.CaliforniaStateRailPlan.com/comments.html or email RailPlan@dot.ca.gov.

statewide map

Rail Plan Vision:

California has a premier, customer-focused, integrated rail system that successfully moves people and products while enhancing economic growth and quality of life.



2018 California State Rail Plan

Connecting California



Building California's Future

California is the world's sixth-largest economy, and home to nearly 40 million people. California supports world-class cities, universities, research centers, and the world's most valuable, innovative, and technologically advanced companies. The State's landscapes include productive agricultural areas and spectacular natural beauty—from the shoreline to the mountains to the deserts. This natural beauty, alongside thriving communities, draws visitors and residents alike to support the State's innovative economy, spur its entrepreneurial spirit, and sustain its creative culture.

To continue to compete and thrive on the cutting edge of global technology, to lead the State's efforts to curb climate change, and to grow sustainably and resiliently in a fast-changing world, **Californians must invest in and build a high-performance statewide rail system befitting their needs and ambitions.**





Recent events have added significant new momentum that will lead to a renaissance of rail transportation throughout the State. At the local level, many counties have passed sales tax measures that add tremendous resources to the development of passenger rail—most notably in Los Angeles, Santa Clara, and Alameda Counties. At the State level, the passage of Senate Bill 1 (SB 1) (the Road Repair and Accountability Act of 2017) provides the long-term resources to invest in the State's rail system. We have the opportunity to grow service in congested corridors, launch new rail services and extensions, develop customer-friendly connections, provide statewide integrated ticketing and trip planning, reduce delays and travel times, and attract new riders to the statewide rail network. This is an opportunity to transform how we travel throughout the state.

By 2040, Californians will have access to an integrated, state-of-the-art rail system that will revolutionize personal mobility and enhance quality of life. Passenger rail will be the option of choice for a large share of regional and long-distance travel in the state. It will help Californians achieve greenhouse gas (GHG) and air quality goals while boosting economic growth and helping to create more livable communities. Passenger rail trips are expected to increase more than ten-fold to over **1.3 million per day**, while mode shift to rail increases six-fold over the current share.

California's rail system will expand its ability to move freight cleanly and efficiently, benefiting Californians and California's businesses, as well as supporting national competitiveness. Freight rail capacity will significantly increase to handle a **more than doubling of demand**, almost entirely within existing rail corridor rights-of-way. Federal, State, and local agencies will partner with privately owned freight railroads to support this growth.

California State Rail Plan Overview

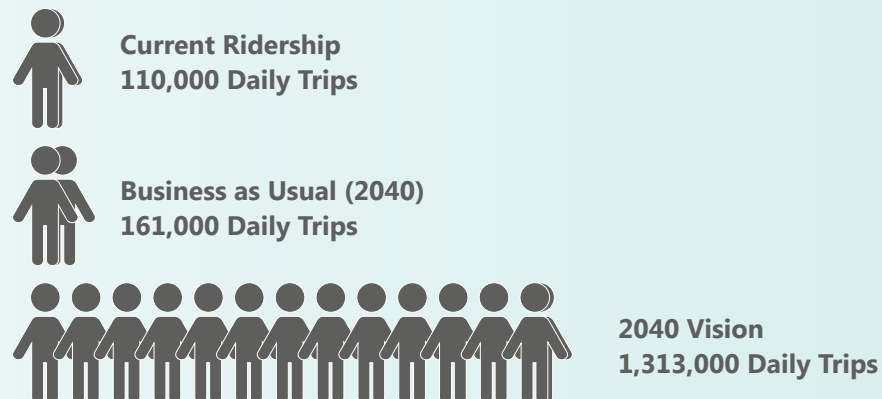
The 2018 California State Rail Plan (Rail Plan) is a strategic plan with operating and capital investment strategies that will lead to a coordinated, statewide travel system. The Rail Plan is an important element in the **comprehensive planning and analysis of statewide transportation investment strategies detailed in the California Transportation Plan 2040 (CTP 2040)**. In concert with CTP 2040 and other plans, it will help clear the air, invigorate our cities, and provide the mobility Californians need in the future. Regional plans will build on the Rail Plan as they make use of new regional rail capacity, develop transit networks, and set land use recommendations that benefit from enhanced connectivity. Federal and State grant awards and funding decisions will consider project alignment with the 2040 Vision and strategies reflected in the Rail Plan.

This Rail Plan is more ambitious than previous rail plans. In compliance with Federal and State laws, it proposes a unified statewide rail network that better integrates passenger and freight service, connects passenger rail to other transportation modes, and supports smart mobility. The Rail Plan acknowledges the need for expanded freight capacity to support future economic needs.

The Rail Plan aims to capture an increasing percentage of travel demand by rail. California's population will be 48 million by 2040, a 30 percent increase from 2010. Jobs are expected to grow at similar rates, with a 31 percent increase by 2040.

California has already built the best statewide rail and bus system in the country—the result of concentrated efforts starting in the 1990s. Intercity and regional ridership is booming, as services that didn't even exist 25 years ago play a vital role throughout the state. In total, current intercity and regional ridership exceeds 110,000 per day and provide connections to the wide local transit network¹.

The rail system can still provide more service within potential latent capacity, and more efficient performance. With longer trains, more frequent services, better connectivity, and ease of access, the number of riders will grow, reducing average costs per passenger. More trains, more often, with faster travel times will be auto- and air competitive, and motivate travelers to use rail and transit for more daily trips. The user-friendly, high-performance statewide system described in the 2040 Vision will carry more than 1.3 million daily trips by 2040. It will do so at a lower cost, allowing fares that encourage additional ridership and reduced public subsidies.



¹ For full ridership numbers, see Section 2.1.1 in the 2018 California State Rail Plan.

A great deal of implementation planning by State and local agencies, in partnership with each other, will be guided by the vision and strategies in the Rail Plan. Although clear investment priorities are indicated between now and 2040, the exact nature of the specific capital investments needed, as well as the phasing of network improvements, requires further input from local communities, current and future rail system users, and businesses to ensure that impacts of network development are acceptable, costs are justifiable, and benefits are wide-spread.

The Rail Plan was developed by Caltrans with extensive input from stakeholders and public outreach. The final plan is approved by the California State Transportation Agency (CalSTA), and will be reviewed and accepted by the Federal Railroad Administration (FRA). Caltrans also receives advice from the California Transportation Commission (CTC), and will submit the final approved Rail Plan to the Legislature, the Governor, the Public Utilities Commission (PUC), the California High-Speed Rail Authority (CHSRA), and the CTC.



California's Vision for an Integrated Statewide Rail Network

The integrated passenger rail system described in the **2040 Vision** is comprised of high-speed, intercity and regional train services connecting at hubs to enable smooth transfers between trains, express buses, local transit, and even ferry boats. To facilitate efficient service and market-driven growth, the rail system can continue to expand capacity, largely on existing rights-of-way, while being sensitive to existing communities. This Vision will extend the significant benefits of high-speed rail and multimodal connectivity to residents across the state.

The 2040 Vision will allow people to:

Travel seamlessly across urban, suburban, and rural areas of the state with **more trains, more often**: Departures at least every hour – and every 30 minutes or better in most markets²;

Save time with significantly **faster trips**;

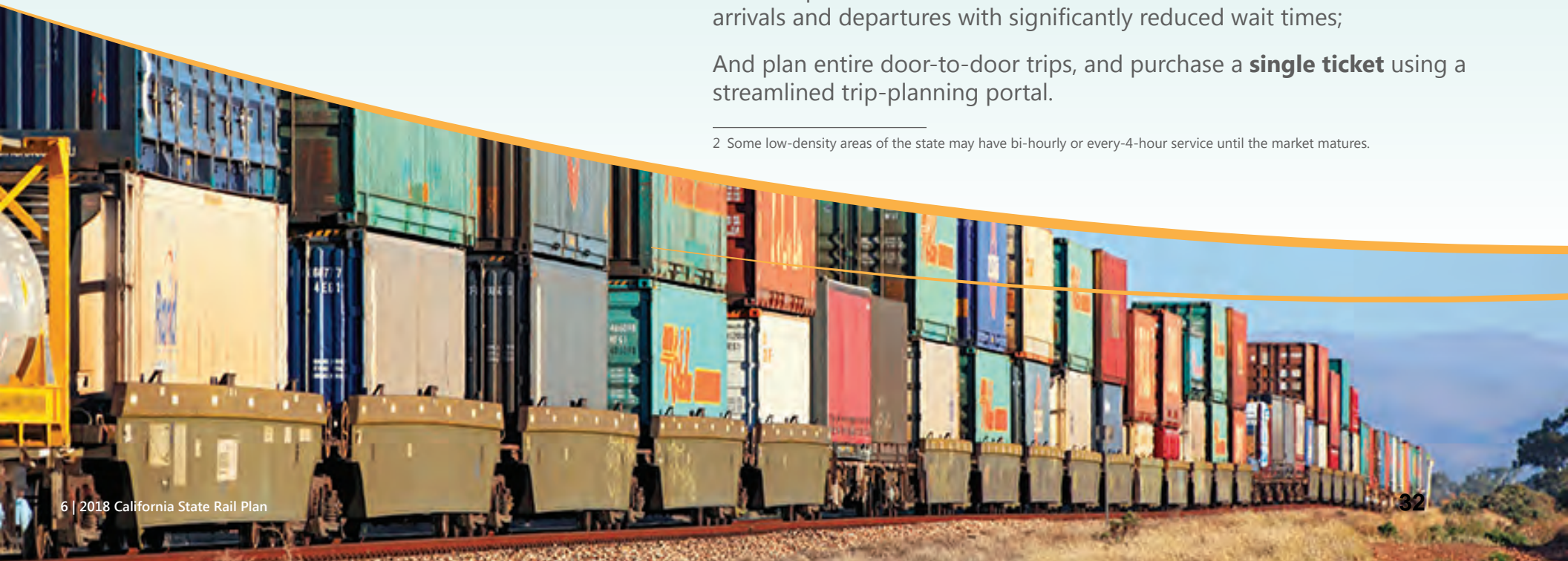
Enjoy the journey on **modern, safe, clean, and comfortable trains**;

Glide past traffic congestion on reliable trains and express buses in dedicated lanes;

Transfer quickly and easily between high-speed, intercity, and regional trains, express buses, and transit at hub stations with coordinated arrivals and departures with significantly reduced wait times;

And plan entire door-to-door trips, and purchase a **single ticket** using a streamlined trip-planning portal.

² Some low-density areas of the state may have bi-hourly or every-4-hour service until the market matures.



Additionally, shippers will benefit from more reliable and environmentally-friendly shipping options as freight rail capacity grows and freight train operations benefit from many fewer delays from passenger train movements. Coordinated planning and investments among public agencies and private railroads will ensure that freight rail operators will benefit from the strategies in this plan.

Coordinated and ongoing planning allows State and regional agencies responsible for rail services to have a conversation with communities about how best to meet diverse needs. Investing in rail will increase the mode share of freight and passenger rail, support a growing economy while lowering statewide transportation costs, integrating rail travel network with existing state highways and airports, improving safety, lowering greenhouse gas emissions, and enhancing livability. Highways and local roads will benefit from having their capacity used for high-value trips that cannot be made by rail, and airports will benefit from having their capacity available for higher-profit long-distance flights. Locally, California cities and towns will benefit from the private investment that follows station-area development.

“California has a premier, customer-focused, integrated rail system that successfully moves people and products while enhancing growth and quality of life.”



The 2040 Vision for passenger rail introduces new services and expands the State's rail network into new areas of California and across State borders, including the congested international border into Mexico.

The passenger component of the California rail vision includes several key elements:

Statewide System – Passenger rail service will tie together urban, suburban, and rural areas of the state.

Integrated Services – Multimodal hubs will connect all levels of service with a common fare system, which allows trips to be made on a single ticket.

Coordinated Schedules – Services will be coordinated in a 'Pulsed' schedule across the network to reduce wait times and allow direct transfers.

Frequent Service – Service frequency will make rail a timely option for travelers, meeting trip demands throughout the day.

Customer Focus – Enhanced ticketing, scheduling, and passenger information will be supported by coordinated services.

2040 Vision



2040 Integrated Network – Northern California



Service Categories

- Rail Service - Operating Speed Over 125 Miles Per Hour
- Rail Service - Operating Speed Up To 125 Miles Per Hour
- Express Bus /Urban Rail Transit Network
- Amtrak Long Distance Trains
- - - - Ferry Boat

2040 Integrated Network – Southern California



Moving Goods and Enhancing the Economy

California is the sixth-largest economy in the world, with an annual gross domestic product of over \$2.4 trillion.

California businesses export roughly \$162 billion worth of goods to more than 225 foreign countries annually. The State's extensive rail network supports California's economy, while minimizing impacts on air quality compared to other modes. Rail is an efficient, safe, and cost-effective way to move goods, because energy consumption and GHG emissions per ton carried are far lower than diesel trucks.

The ability of the State's freight railroads to deliver these benefits depends on fluid traffic conditions on the railroads' main lines. **By 2040, the State's freight railroad loads will increase 38 percent, compared to 2013.** Investments to address bottlenecks, improve operations, and increase capacity throughout the network will reduce congestion and delays. In turn, an improved freight rail network will help shift goods movement away from congested roadways, which have a limited ability to expand.

Improvements in California's rail system are investments that will pay off with greater economic activity: **new construction, more jobs, and growing tax revenues.** The goods movement industry creates valuable jobs at California's ports and intermodal transfer facilities, warehouses, and distribution centers. Investment in the rail system supports diverse industries by making California's businesses more efficient and competitive.





The Rail Plan **freight investment strategy** envisions an evolving partnership between the State, regions and the freight railroads to:

Eliminate bottlenecks and use existing corridors more intensively, enhancing the capabilities of both freight and passenger trains in the short term;

Utilize significant new federal and state funding programs, such as FASTLANE and TCEA, to implement corridor investment programs for freight improvements;

Make shared investments that improve the performance and utility of freight and passenger operations through strategic identification of infrastructure projects that provide benefits to all operators, and

Implement quiet zones and grade separations, as well as foster the use of cleaner and quieter locomotives that will make railroads better neighbors.

Direct Economic Benefits

*463,000 full time jobs
\$28 Billion in labor income*

*\$77.5 Billion in new State
economic output by 2040*



Steere Davies Gleave, 2018 State Rail Plan Analysis, Appendix A.6

The Rail Plan identifies \$40.8 billion of direct expenditures planned by private railroads and regional agencies, resulting in total economic output of nearly \$77.5 billion by 2040—a payout of nearly

two dollars for every dollar invested. The expenditures will result in nearly 463,000 full-time jobs, and labor income surpassing \$28 billion across industries. By 2040, State and local tax revenues anticipated from the expenditures will be close to \$2 billion, and Federal tax revenues will be \$5.4 billion. New Federal and State trade corridor funding will accelerate many of these investments, bringing the economic benefits sooner. In addition to these planned expenditures, many of the projects that bring about passenger rail expansion will deliver significant capacity and operational benefits for freight rail as well.

Ensuring Economic Competitiveness

The 2040 projections show significant intermodal growth from 2013—more than double the goods moving through the transcontinental routes.

Ensuring the State's economic competitiveness has been the guiding principle behind

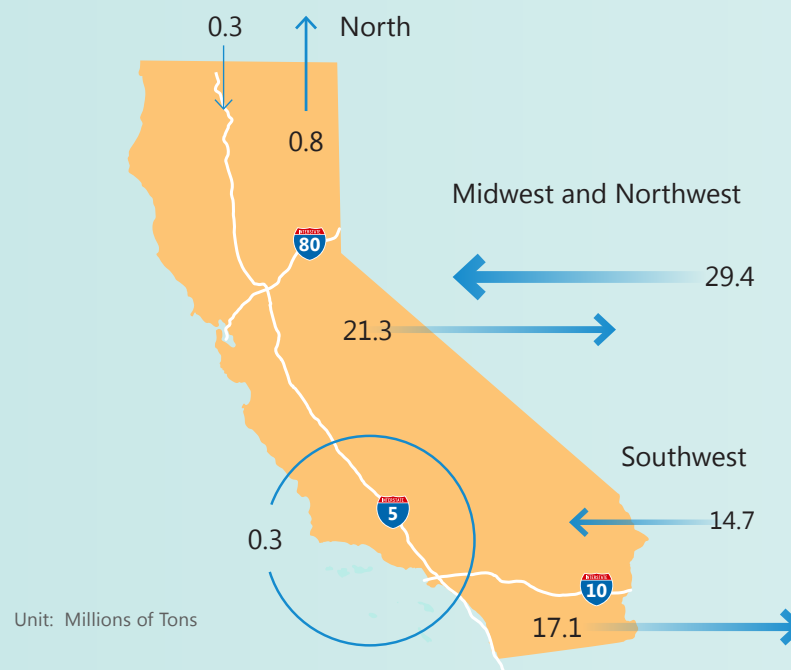
California's Trade Corridor Investment Fund program.

Strategic investments, such as the Colton Crossing grade separation, eliminated bottlenecks for Union Pacific Railroad and BNSF Railway traffic at the Ports of Los Angeles and Long Beach. The new Trade Corridor Enhancement Account (TCEA), created through SB 1, will provide new opportunities to address strategic investments in highway and rail trade corridors, with additional funding of almost \$300 million annually for the coming decade and beyond.



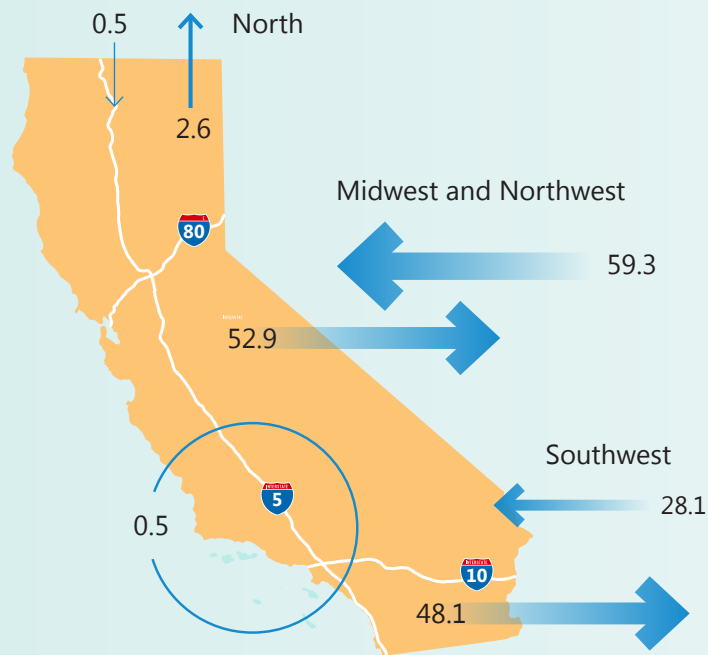
Projected Intermodal Growth

2013





2040



The freight component of the Rail Plan includes several key elements:

First, a **premier system** requires improved trade corridors, yards and terminals, upgraded track conditions for short lines; and innovative service concepts that have efficiency and safety benefits for all users.

Second, a **customer-focused** system will lead to improved access to the rail network (Class I and short lines), with competitive cost and service (improved speeds and service options), enhancing options for the State's shippers.

Third, an **integrated system** requires improved intermodal terminal and transload connections to smooth transfers between modes.

Fourth, the Rail Plan is focused on supporting development of a rail network that moves both **people and products**, and on addressing strategies and improvements for coordinating passenger and freight service and preserving freight capacity as passenger services grow.

Fifth, **economic growth** will be achieved through trade corridor improvements and the availability of competitive modal options for California's industries.

Finally, the Rail Plan supports improvements in California's **quality of life** through modal energy/ emissions benefits associated with movement of freight by rail and mode-shift to rail where feasible. The Rail Plan also addresses grade crossing impacts.

Shifting from Highway to Railway

The 2040 Vision improvements make it possible for people to drive less. Reducing automobile passenger trips and vehicle miles traveled (VMT) reduces roadway congestion, GHG, and vehicle emissions, and supports the State's Assembly Bill 32 Scoping Plan target of 80 percent reduction of GHG emissions from 1990 levels by 2050.

Rail Mode Share

Current: 0.34%



2040 No Build: 0.52%



2040 Vision: 6.8%



The 2040 Vision projects 88 million daily passenger miles diverted to rail from highways and an increase of 92 million daily passenger miles on rail as a result of the investments outlined in the Rail Plan.

A reduction of that volume would:

Eliminate over 13 million metric tons of carbon dioxide equivalence annually,³ comparable to planting more than 166 million urban trees every year.

Decrease highway congestion, resulting in fewer hours lost commuting, less damage to roads, and providing more efficient travel of goods and people.

Compared to air travel, the projected 1.3 million rail riders per day is 3 times the number of passengers boarding flights at California's 7 largest airports (LAX, SFO, SAN, OAK, SNA, SJC, and SMF)⁴. It would take nearly 3,000 Boeing 747 Jumbo Jets to carry the same number of daily passengers.



Reduce greenhouse gas emissions



Mitigate roadway congestion



Reduce vehicle emissions

³ U.S. Environmental Protection Agency Greenhouse Gases Equivalencies Calculator.

⁴ U.S. Department of Transportation, Bureau of Transportation Statistics, Table 1-44, Passengers Boarded at the Top 50 U.S. Airports.

Advancing Sustainability and Livability

The Rail Plan advances the State's commitment to reduce GHG and other pollutants by providing a competitive alternative to private vehicle travel and diesel-truck transport. California high-speed rail (HSR) will be fully electrified, and powered by 100 percent renewable energy. Many intercity, regional, and urban transit passenger services will benefit from electrification or other zero emission technology, often through sharing infrastructure with the growing HSR network.

By 2040, more than half of passenger trips and the majority of passenger miles of travel will take place on electrified trains in California. Diesel-electric and other alternative clean technology passenger and freight locomotives will reduce GHG emissions, making rail a greener mode of transportation.



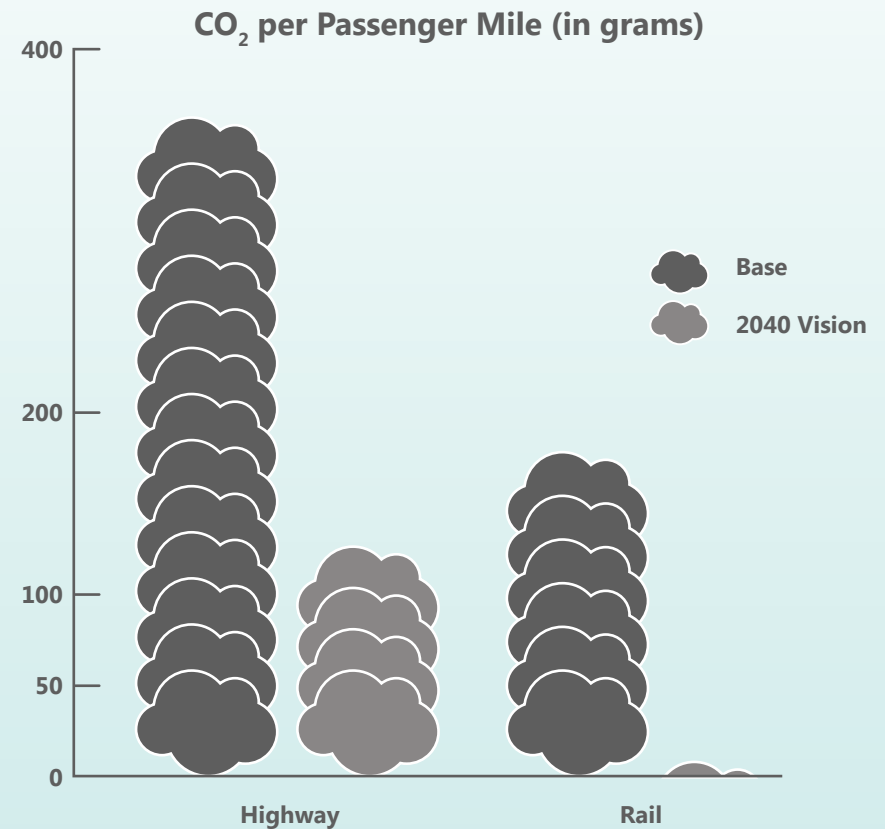
Offer a convenient and reliable alternative to private vehicle travel



Increase electric and zero emission trains



Provide alternative to truck transport of containerized cargo



Improving Safety

Emerging technologies offer opportunities to increase the safety and capacity of passenger and freight rail. Positive Train Control is capable of preventing train-to-train collisions, monitoring train speed, and stopping a train in an emergency. New technology can improve train operations in environmentally sensitive or dense urban areas to further reduce potential accidents.

Passenger rail is considered a far safer mode of travel and risk of personal injuries and deaths are currently 17 times lower than traveling in auto and even safer on high speed trains. An anticipated reduction of 74 million daily VMT away from highways can potentially eliminate 250 fatalities and 19,000 transportation related injuries in California by 2040, supporting the State's goal of adopting a "Toward Zero Deaths" practice, in coordination with local Vision Zero programs.

The most dangerous element of the rail network is grade crossings. Combined with new funding sources, such as the Federal FAST Act and State TCEA, Federal railroad crossing safety programs and Caltrans-administered State programs, including the Section 130 Railroad/Highway At-Grade Crossing Improvement and the Section 190 Grade Separation programs, will continue to upgrade safety devices or eliminate rail/highway grade crossings throughout the state.

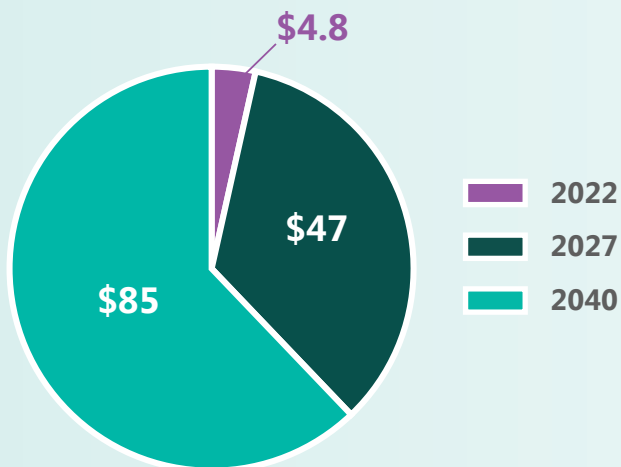


Funding Opportunities: Sources and Programs

Rail funding in California is a unique partnership among Federal, State, regional, and private sources. Newly passed SB 1 provides a significant enhancement of the funding available to State and regional agencies responsible for many of the rail services. Future improvements in intercity and regional services, as well as HSR, will allow operating revenues to provide significant resources to invest in rail corridor improvements.

2040 Vision

Overall Capital Program (in Billions) Time Horizon⁵



⁵ Estimated costs in 2018 dollars. These costs are planning-level estimates and require further study in implementation

Key rail funding sources and programs:

- **Local Transportation Fund**
- **Local Sales Tax**
- **State Transit Assistance**
- **Intercity Rail Program Funding**
- **State Transportation Improvement Program**
- **California Greenhouse Gas Reduction Fund**
- **Transit and Intercity Rail Capital Program**
- **HSR Funding:**
 - » Proposition 1A bonds
- **Additional funding and program enhancements guided by SB1**
 - » State Transit Assistance
 - » State Rail Assistance
 - » Transit and Intercity Rail Capital Program
 - » Congested Corridor Program
 - » Trade Corridor Enhancement Account
- **Federal Discretionary Programs**
 - » TIGER
 - » FASTLANE/INFRA
 - » FTA's Capital Investment Grants
 - » FRA's FAST Act grants
- **Federal Formula Programs**

Implementation Goals: A Phased Approach

To achieve the 2040 Vision, the Rail Plan identifies phased investments to reach frequency and connectivity goals.

Strategic implementation plans, most developed between now and 2022, will guide investments and implementation planning, to avoid redundancy and deliver enhancements sooner.

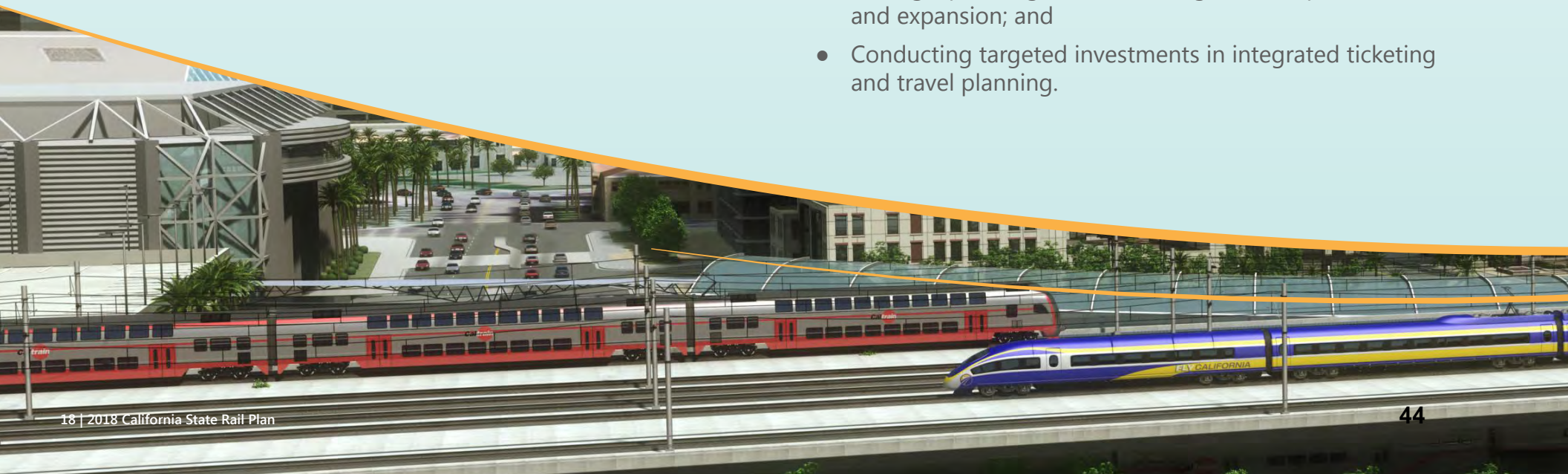
Statewide Service Highlights

2022

The statewide plan for 2022 or earlier identifies service improvements that will lay the foundation for improving and integrating the passenger rail network. Advancing projects allow expansion of service, including Caltrain electrification, expansion of rail service to Redlands Salinas and Larkspur, and increased frequencies on segments of intercity and regional rail corridors. These efforts include programmed funding, or funding expected to be awarded in 2018, and identified capacity within host railroad agreements.

Additional efforts include:

- Assisting communities statewide in better connecting transit systems to rail, and enhancing station area functions;
- Land use planning and development to cluster jobs and housing at station hubs;
- Strategic planning for fleet management, replacement, and expansion; and
- Conducting targeted investments in integrated ticketing and travel planning.



2027

The 2027 or earlier service goals focus on initial high speed rail services; targeted improvements for integrating intercity and regional rail with HSR; and maximizing service in existing rail corridors. Key components of the 2027 plan include expansion of service to the San Francisco Transbay Terminal, Merced, Coachella Valley, and Las Vegas; with significant growth in intercity and regional rail frequencies on all existing corridors, including the Central Coast.

Additional efforts include:

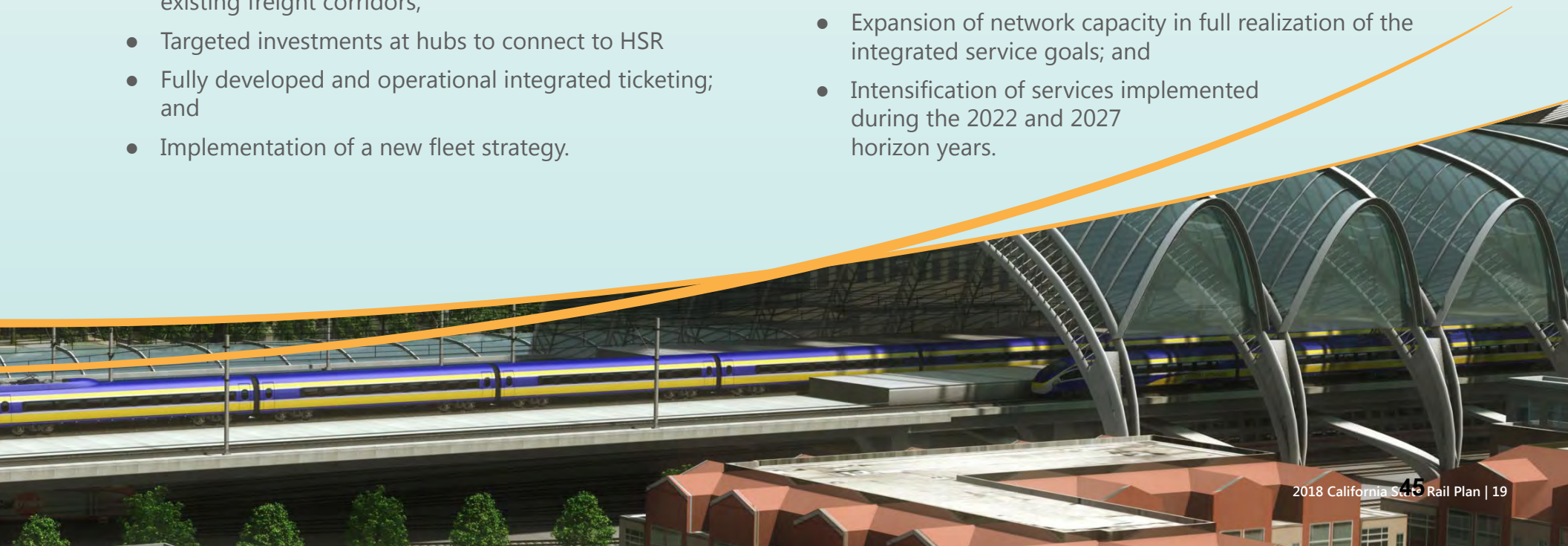
- Initiation of statewide pulse-hub operations;
- Full use of programmed passenger corridor capacity statewide;
- Full use of negotiated passenger service capacity on existing freight corridors;
- Targeted investments at hubs to connect to HSR
- Fully developed and operational integrated ticketing; and
- Implementation of a new fleet strategy.

2040

The 2040 or earlier Vision represents the full build-out of the long-term planning goals for the integrated statewide rail network.

The 2040 Vision highlights include:

- HSR expanded and integrated service to Sacramento, the Inland Empire, and San Diego;
- Completion of a new Transbay tube, allowing fast service between Sacramento, San Francisco, and throughout the Bay Area;
- Completion of many complementary corridor investments in the Los Angeles Basin;
- Significant new regional services in the Central Valley, on the Central Coast, and in the North Bay;
- Expansion of network capacity in full realization of the integrated service goals; and
- Intensification of services implemented during the 2022 and 2027 horizon years.



Statewide Rail Stakeholders

We would like to thank the following agencies and consultants:

California State Transportation Agency (CalSTA)

Brian Kelly, Secretary
Chad Edison, Deputy Secretary for Transportation
Brian Annis, Undersecretary
Ben De Alba, Assistant Secretary for Rail and Ports
Kate White, Deputy Secretary for Environmental Policy and Housing Coordination

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With assistance from

AECOM

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State & Federal Agency Partners

CalSTA
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California Freight Advisory Committee
California High Speed Rail Authority
California Public Utilities Commission
California Transportation Commission
Federal Railroad Administration
Governor's Office of Business & Economic Development (GoBiz)
National Railroad Passenger Corporation / Amtrak
State of Arizona Department of Transportation
State of Nevada Department of Transportation / XpressWest

Intercity Passenger Rail and Rail Transit

Bay Area Rapid Transit / BART
Capital Corridor Joint Powers Authority / Northern California Rail Partners
Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Joint Powers Authority
Los Angeles County Metropolitan Transportation Authority
North County Transit District
Peninsula Corridor Joint Powers Board / Caltrain
Sacramento Regional Transit / SacRT
San Diego Metropolitan Transit System
San Francisco Municipal Transportation Agency / MUNI
San Joaquin Joint Powers Authority / Altamont Corridor Express
Sonoma Marin Area Regional Transit
Southern California Regional Rail Authority / Metrolink
Valley Transportation Authority

Regional Planning Agencies

California Association of Councils of Governments
Metropolitan Transportation Commission
Placer County Transportation Planning Agency
San Benito Council of Governments
San Bernardino Association of Governments
San Diego Association of Governments
San Francisco County Transportation Authority
San Joaquin Valley Regional Policy Council
San Luis Obispo Council of Governments
Santa Barbara County Association of Governments
Santa Cruz County Regional Transportation Commission
Sacramento Area Council of Governments
Southern California Association of Governments
Riverside County Transportation Commission
Transportation Agency for Monterey County

Freight Rail

California Shortline Railroad Association
California Association of Port Authorities / California Airports Council
BNSF Railway
Genesee & Wyoming Inc.
Pacific Merchants Shipping Association
Union Pacific Railroad

Advocates

California Transit Association
California Farm Bureau Federation
Local Government Commission
The Nature Conservancy

Tribal Representation

Native American Advisory Committee
Northern California Chairman's Association
Central California Chairman's Association
Southern California Chairman's Association





E-mail: Railplan@dot.ca.gov
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TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

RE: *2018 Regional Transportation Improvement Program*
Preliminary Staff Recommendations

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on preliminary staff recommendations for the *2018 Regional Transportation Improvement Program* (RTIP) ([Attachment 1](#)) and make Committee recommendations to the Regional Transportation Commission (RTC).

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.

In September 2017, the RTC issued a consolidated call for projects for the region's anticipated shares of funds including:

- State Transportation Improvement Program (STIP): \$17.5 million target through FY22/23 (which includes \$9 million in past balances), though the California Transportation Commission (CTC) is only required to program \$4.7 million of those funds.
- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$3.5 million.
- SB 1-Local Partnership Program (LPP): Preliminary estimates are that \$250,000 per year for FY17/18 and FY18/19 will be available. CTC will release updated estimates in mid-November.
- Senate Bill 1 Supplemental State Transit Assistance (STA) population-formula funds for FY17/18: Approximately \$975,500. Includes funds from the State of Good Repair program.

In total, approximately \$22 million is expected to be available. Applications were due on October 23, 2017. Projects the RTC selects for STIP and LPP funds are subject to concurrence from the California Transportation Commission (CTC) and the RTC's project lists are due to the CTC on December 15, 2017, with CTC action scheduled for March 2018.

DISCUSSION

Project sponsors submitted 36 applications requesting over \$38 million. Attachment 1 summarizes the projects and preliminary staff recommendations for anticipated funds. Project applications are posted on the RTC website <http://www.sccrtc.org/funding-planning/project-funding/>.

Project Evaluation

The RTC selects projects to receive funds on a competitive basis. The RTC considers how well projects address *Regional Transportation Plan* (RTP) goals, policies, and targets and federal and state criteria and guidelines when evaluating projects. Since available funding is limited compared to the cost to operate, maintain, and improve the local transportation system, it is important to ensure that funds are directed to projects that maximize improvements to the region's multimodal transportation network. In September 2017, the RTC approved several factors to be considered when evaluating projects. The RTC directed staff to give the highest priority to projects that address one or more of the first four criteria.

1. **Number of people served by project**
2. **Safety**
3. **Preservation of existing infrastructure**
4. **Reduce vehicle miles traveled, air pollution, greenhouse gas emissions and/or fuel consumption**
5. Improve access for all modes, especially to and within key destinations
6. Change in travel times and travel time reliability and efficiency of the transportation system, including transit
7. Change in passenger, freight and goods movement efficiency
8. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
9. Inclusion of projects in the Regional Transportation Plan (RTP) "constrained" project list, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
10. Consistency with the Monterey Bay Area Complete Streets Guidebook
11. Public engagement, in identification of the project as a priority and planned during project implementation
12. Funding, including if all other funding is secured and amount of match
13. Deliverability of the project, if there are possible barriers to project schedules.

Recommendations

Staff recommends that RTC advisory committees provide input on preliminary staff recommendations and make recommendations to the RTC on which projects to fund with anticipated state and federal funds (Attachment 1). For some projects, it is possible for agencies to reduce the project scope and still implement the project, even if full funding is not awarded.

Consistent with the evaluation criteria noted above, the staff recommendations focus the anticipated funds to projects that serve the greatest number of users, have

demonstrated safety needs, preserve existing transportation infrastructure and programs, and/or would do the most to reduce the number of miles driven and associated air pollution and greenhouse gas emissions. For roadway system preservation projects, staff generally prioritized the most cost-effective treatments, such as chip seals over full roadway rehabilitation.

At its September 2017 meeting, the RTC indicated its intent to program STIP funds for three years of state and federally-mandated regional planning, programming and monitoring activities (PPM) and to program \$2 million in STIP previously reserved for the Highway 1 Soquel-41st Avenue Auxiliary Lanes to that project. The staff recommendations are consistent with this action.

The RTC also discussed taking the new Senate Bill 1 (SB1) \$975,000 transit funds (from the State Transit Assistance (STA) State of Good Repair and STA-base funds) out of this competitive process and established an ad-hoc committee to develop a recommendation on STA funds. The ad-hoc committee recommends providing 100% of all STA funds to Santa Cruz METRO for the 2017/18 fiscal year, as well as the next fiscal year, with some reduction in future years to make some funds available to other eligible recipients. The ad-hoc committee's recommendation will be presented to the RTC for their consideration. In light of the ad-hoc committee's discussions and since Santa Cruz METRO is the only agency that submitted applications for eligible projects under STA, the staff recommendation includes 100% of the supplemental FY17/18 SB1 funds for bus replacements, as requested by Santa Cruz METRO.

While staff has identified projects to receive most of the anticipated funds, the RTC may decide to keep some of the region's shares in reserve to address future funding needs. Additionally, though the RTC is responsible for selecting projects to receive the region's share of STIP funds, the CTC makes the final decision on whether projects are included in the STIP and in what year. It is not uncommon for the CTC to program only some projects and to shift projects to later years than requested. While the region's target for the 2018 STIP is \$17 million, the CTC is only required to make \$4.7 million in STIP funds available for programming in this cycle (the county minimum).

The CTC has stated that it will prioritize STIP funds to regions for state-mandated planning, programming and monitoring costs (PPM), cost increases on previously programmed projects and projects or project components deleted in the 2016 STIP due to statewide funding shortfalls. After those priorities, the CTC will consider new projects – with focus on RTIP proposals that meet state highway improvement and intercity rail needs. The CTC is also considering how well projects advance a wide range of performance measures, address climate preparedness and reduce greenhouse gas emissions.

Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2017 meetings. Staff will consider input from committees when developing final staff recommendations. Committee recommendations and final staff recommendations will be presented at the December 7, 2017 RTC board meeting. The

RTC is scheduled to select projects to receive funds following a public hearing at that meeting.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds, including State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG), and certain new Senate Bill 1 funds. If the California Transportation Commission (CTC) agrees to program 100% of the region's targeted share of STIP funds through FY22/23, approximately \$22 million total (in STIP, STBG, and SB1) is available for programming to projects in Santa Cruz County. Under the worst case scenario, only \$9.7 million would be available. Staff is seeking input from advisory committees on projects proposed to receive these limited funds. A public hearing is scheduled for the December 7, 2017 RTC meeting, where the RTC will select projects to receive the funds.

Attachment:

1. 2018 RTIP Application Summary and Preliminary Staff Recommendations

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Attachment 1
2018 Regional Transportation Improvement Program (RTIP)
Application Summary and Preliminary Staff Recommendations

Available funds: Up to \$17.5M STIP (through FY22/23), \$3.5M STBG (through FY18/19), and est. \$500k SB 1 LPP and \$975,590 SB1 Transit funds

Agency	#	Project Name	Description	Summary of Benefits (RTC staff summary of info provided in application)	Estimated Daily Use	Sponsor Priority #
Bike Santa Cruz County (County HSA sponsor)	1	Open Streets Events – Watsonville and Santa Cruz	2 events/year over two years that temporarily transform roadways into parks for people to bike, walk, skate, and play in a safe and festive environment by temporarily blocking automobile traffic. Watsonville: Brennan/Union St (Freedom-Peck St); SC: West Cliff Dr. (Lighthouse Field-Swanton Blvd). Request: \$12.5k/event	Increase active transportation use. Promote physical activity and health, promote a culture of bicycling and walking, and increase safety and access to the roadway for users of all ages, abilities and modes. Help communities achieve key sustainable transportation goals; reduce single-occupant vehicle trips, mitigate traffic congestion, reduce carbon emissions, and increase access and safety. Create culture of biking, walking, riding bus, and carpooling; firsthand experience of modes; outreach event for agencies promoting alts to SOV	4 one day events: 1k-2k (Watsonville); 10k-12k (Santa Cruz)	1 of 1
Ecology Action (RTC oversight)	2	Every Day is Bike to Work Day	Pilot bike commuter initiative to increase bike commuting at 6 large employers in Santa Cruz, Live Oak, and Watsonville areas; includes bike commute and safety workshops, online tracking apps/systems, support/encouragement	Increase number of people bike community and safety practices of those biking through targeted education and support. Reduce VMT -est. 450 trips per day.	450	1 of 1
METRO	3	METRO Refurbish Buses	Refurbish 16 fixed route buses to add 4 - 8 years to their useful life (avg. 6 yrs). Includes rebuild or replacement of engine/transmission assembly, cooling system, doors, windows, floors, seat cushions, paint, and wheelchair securement system.	System preservation: Maintains buses in state of good repair to retain service. Refurbishing adds up to 8 years to the useful life of a bus at 40% of the cost for a new replacement bus; new motor reduces greenhouse gas emissions; reduces maintenance costs; passenger amenities help sustain rider experience/ridership.	avg: 2978 = 16buses; 186/bus	2 of 3
METRO	4	METRO ITS Equipment	Install Automatic Vehicle Locaters (AVL), automatic passenger counters, and automatic vehicle announcing system on up to 100 buses to provide real-time schedules, next bus info at bus stops, and data collection for system operations, security, planning and maintenance.	Provide real-time bus arrival information to ease trip planning, reduce uncertainty, and improve access for bus riders, which may foster increased ridership; reduce operating costs and delays by automating passenger counting equipment; provide stop-level data to enable more effective route planning and deployment of benches, shelters, signage.	15280	3 of 3
METRO	5	METRO Revenue Vehicle Replacements	Purchase 1 CNG bus, 5 battery-electric buses, and 4 paratransit vans to replace 1998 diesel buses and 14-year old paratransit vans which have exceeded their useful life.	System preservation: Maintain bus service, improve service reliability, reduce maintenance costs, reduce greenhouse gas emissions, modern buses may attract new riders.	1267 total; 7 per paratransit van; 200 per bus.	1 of 3
RTC	6	Planning, programming, and monitoring (PPM)	State and federally-mandated planning and programming activities associated with state and fed. funding programs, assisting project sponsors, and coordination with Caltrans and the California Transportation Commission.	Secure and maintain state and federal transportation funds for projects in Santa Cruz County. Keep projects on schedule, meet state and federal planning, programming and monitoring mandates.	Serves entire county	1 of 5
RTC	7	Cruz511	Cruz511 provides traveler information and transportation demand management services including traffic map, traffic congestion, traffic incidents, outreach, education, and incentives with the mission of reducing single occupancy vehicle (SOV) trips, vehicle miles traveled and roadway congestion. The program also acts as a traveler information hub for commuters and visitors looking for information on road conditions or sustainable transportation modes.	Reduce traffic congestion, trips, VMT, greenhouse gases and improve health and air quality. Make more efficient use of the existing transportation system by shifting SOV trips to carpool, vanpool, transit, bike and walk. Provide real-time traveler information (traffic), and info on transit, carpool, bicycle and walkways.	Varies: 1000-15,000/day (website visits)	4 of 5
RTC/Caltrans	8	41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing	Construct auxiliary lanes on Highway 1 between 41st Ave and Soquel Dr. interchanges, and construct 12-14' pedestrian/bike overcrossing at Chanticleer Ave.	Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.	120,000 (avg. veh=1.2persons)	2 of 5

Agency	#	Project Name	Description	Summary of Benefits (RTC staff summary of info provided in application)	Estimated Daily Use	Sponsor Priority #
RTC/Caltrans	9	State Park/Bay Porter Auxiliary Lanes Project	Prelim. design and project level environmental review of auxiliary lanes on Highway 1 between the State Park to Park Ave to Bay/Porter interchanges (approx. 2.5 miles). Includes retaining walls, drainage, reconstruction of Capitola Ave overcrossing to include wider sidewalk and bridge lighting.	Improve traffic flow, access and reduce collisions by improving merging. improve pedestrian access across highway. Heavily traveled - over 90,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.	90-100k vehicles/day	5 of 5
RTC/Caltrans	10	Highway 1 Corridor Tiered Environmental Document	Environmental analysis of HOV lanes (Tier 1/program-level) and Soquel-41st Ave Aux Lanes (Tier 2/project level), including interchange reconstruction, ramp metering, 3 bike/ped crossings, and intelligent vehicle management systems. Additional funds to finalize the environmental document.	Analysis of options, impacts and benefits of modifying Highway 1 corridor. Reduce delay and congestion; improve travel times - especially for transit, carpools; improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.	Over 120k	3 of 5
Capitola	11	Brommer Street Complete Street Improvements (250' west of 38th Ave to 41st Ave)	Construct complete street roadway improvements on Brommer St. to improve access for vehicles, bikes, and pedestrians. Pavement reconstruction, install ADA driveways and sidewalks, and reconfigure eastbound approach to 41st Ave. for vehicle access.	System preservation, fills gap in existing transportation system, improve accessibility and safety for all users, especially bikes and pedestrians. Route used by trucks, autos, and bike commuters travelling between Capitola and Live Oak to residents and businesses. Currently the roadway pavement is in poor condition PCI 13, lacks a continuous sidewalk on the north side between 38th and 41st Ave. restripe the Class II bike lane, and reconfigure the eastbound intersection approach to 41st Avenue.	6400 vehicles; 265 bus riders; 106 bikes; 110 peds	1 of 1
City of Santa Cruz	12	Pacific Ave. Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	Improve pedestrian safety and walking levels through construction of new sidewalk and an improved crossing in a highly traveled corridor. Solve conflict between pedestrians and bikes, autos, and transit vehicles and creates a safer environment for all roadway users.	720 (8300 autos)	4 of 4
City of Santa Cruz	13	Bay/High Roundabout	Replace 4-way signal light with new roundabout at Bay/High intersection	Expected to improve overall function of intersection; reduce collisions associated with unprotected left-turns; reduce emissions associated with congestion/idling at stop lights; reduce delay; reduce auto speeds/severity of collisions with bikes and peds.	21,000+9800bus riders+ 3800 bike, +3300 ped	3 of 4
City of Santa Cruz	14	River Street Pavement Rehabilitation (Water St to Potrero Street)	Pavement rehabilitation of River Street between Water Street and Potrero Street. (0.4 mi)	Preserves existing infrastructure and improves accessibility for a multimodal arterial for all users: auto, trucks, transit, bikes and pedestrians. The method of paving may include could-in-place recycling which is a more sustainable paving practice.	10,535 ADT; METRO buses	2 of 4
City of Santa Cruz	15	State Route 1/9 Intersection Improvements	Adds lanes to the Highway 1 and 9 intersection to improve operations and safety. The intersection will be upgraded to include standard lane widths, transitions, shoulders, bike lanes, lighting, sidewalks and access ramps.	Regionally significant intersection. Improve access and safety, reduce congestion and bottleneck, energy use and emissions. Heavily traveled, provides access for the university, Santa Cruz west side, Harvey West Area and Downtown.	85000	1 of 4
UCSC	16	UCSC Great Meadow Bike Path Preservation and Safety Improvement Project (Phase 2)	Reconstruct and widen Class I main bike path to meet current Caltrans standards within current alignment for safety and system preservation needs (approx. 1 mile).	System preservation, safety, bicycle and pedestrian access. Bring 43-year-old path up to current Caltrans standards, reduce potential bike conflicts with other bikes and pedestrians, allow cyclists more recovery room when traveling at high downhill speeds.	660-1320	1 of 1
Scotts Valley	17	Bean Creek Road Rehabilitation	Pavement rehabilitation of Bean Creek Rd (Bluebonnet Lane to city limits), improve signage and road markings for bikes (0.6mi)	System preservation (current PCI: 42), improve drainage. May use road recycling method and green bike lane treatments.	1869	4 of 4
Scotts Valley	18	Glenwood Drive Rehabilitation and Bicycle Improvement Project	Pavement rehabilitation of Glenwood Dr. (K Street Way to city limits), drainage repair, and widen to add bike lanes. (0.58mi)	System preservation (current PCI: 44) and enhance bicycle safety through new bike lanes. Part of roadway failed during 2017 storms, project will improve drainage. May use road recycling method. Serves SVHS, city and county residents	2167	3 of 4
Scotts Valley	19	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation	Roadway rehabilitation on Green Hills Rd. (Glen Canyon to end at S. Navarra) and Glen Canyon Rd. (Flora Lane to Green Hills); add bicycle lanes on Green Hills Rd., and green lanes, markings on 3 roads.	System preservation (current PCI: 22) and fill gap in bicycle network. Increase active transportation and safety, reduce greenhouse gas emissions by shifting approx. 200 trip to bike or walk. Extend service life of roadways and ensure safe, drivable surface for motorists and bicyclists.	8900	2 of 4

Agency	#	Project Name	Description	Summary of Benefits (RTC staff summary of info provided in application)	Estimated Daily Use	Sponsor Priority #
Scotts Valley	20	Kings Village Road/ Bluebonnet Lane Sidewalk	Construct new, fill gaps, and improve accessibility of sidewalks on both sides of King's Village Rd. (Mt. Hermon to Bluebonnet) and south side of Bluebonnet Ln (KV to Bean Creek). Approx. 0.3mi. Curb ramp upgrades at Mt. Hermon.	Fill gaps in pedestrian network to increase safety and improve access to schools, shopping, transit center, parks, and housing.	222.1	1 of 4
Watsonville	21	Airport Blvd Reconstruction: Westgate/Larkin Valley Rd to Hanger Way	Reconstruct roadway & bike lanes (1300 ft), install new sidewalk (1070 ft), upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include additional ped crossings and install rectangular rapid flashing beacon.	System preservation, fill gaps in sidewalks and adds high visibility crosswalk @Holm Rd to improve safety for pedestrians, improve access to bus stops, ADA upgrades.	16,600	4 of 4
Watsonville	22	Bicycle Safety Improvements	New bicycle lane striping, markings, green lanes, and signage, esp. at intersections, on 7.47 miles. Beach St (Lee Rd to Rodriguez St); Bridge St (Beck St to E. Lake Ave), Green Valley Rd (Harkins Slough Rd to Corralitos Ck Bridge), Harkins Slough/Walker St (GV-Riverside Dr), Rodriguez St (Riverside-Main St)	Improve existing bicycle facilities to improve visibility and reduce crashes on roadways with severe injury and fatal incidents in past 10 year; increase cycling with improved safety and route/wayfinding signage.	unknown	2 of 4
Watsonville	23	Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd	Reconstruct existing roadway (0.6mi), replace non-ADA compliant curb ramps and driveways, ped scale lighting and illumination at crosswalks, install traffic signal at Sydney Ave, replace bus shelter, traffic calming	System preservation (PCI 58) on major arterial (ADT 24,000), ADA upgrades, sharrows/signage to improve bike safety, crossing feature to improve pedestrian safety.	24,000	1 of 4
Watsonville	24	Green Valley Road Reconstruction (Struve Slough to Freedom Boulevard)	Reconstruct existing roadway and bike lanes, install curb, gutter, sidewalk, ADA upgrades at curb ramps and driveways (0.3mi)	Extend service life of arterial roadway (PCI 62) and ensure safe, drivable surface for motorists and bicyclists. Replacement of existing striping and signage to enhance safety of motorists and bicyclists. Replacement of existing paved path with concrete curb, gutter and sidewalk and replacement of non-ADA compliant curb ramps and driveways improve existing pedestrian facilities and extend service life.	21,000	3 of 4
County of Santa Cruz	25	Aptos Creek Road Traffic Signal, Soquel Dr. Sidewalks & Bike Lanes.	Installation of a traffic signal at Aptos Creek Rd and Soquel Dr including railroad crossing arms. Controlled pedestrian at-grade railroad crossing along Aptos Creek Road and crosswalks across Aptos Creek Road and Soquel Drive. Sidewalks, curb, gutter on south side of Soquel Dr. and bicycle lanes.	Fill gaps in sidewalk network, improve bicycle facilities, improve access in village and to Forest of Nisene Marks State Park. Bring intersection up to current standards, improve safety and convenience for people in vehicles, on bikes, or walking.	8910	none
County of Santa Cruz	26	Branciforte Drive Chip Seal Project	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive (Granite Creek Rd to SC city limits - 1.91mi)	System preservation. Serves as primary route conveying vehicular traffic from Scotts Valley & Happy Valley to Santa Cruz and Hwy 17. Current PCI 54-75.	4657	none
County of Santa Cruz	27	Branciforte Drive Road Recycle & Overlay Project	Roadway rehabilitation: Pavement Recycling, Asphalt Overlay, and restriping of a portion of Branciforte Drive (PM 2.4 to Granite Creek Rd - 0.62 miles)	System preservation. RTC approved \$174,000 for chip seal in 2016, but the 2017 winter storms exacerbated damage; additional funds to upgrade proposed treatment to full depth recycle and overlay. Current PCI 35.	<4657	none
County of Santa Cruz	28	Empire Grade Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping of Empire Grade: PM 13.86 to 14.38; near Alba (0.52mi)	System preservation. ADT: 2329; PCI 68-82; Provides access to Bonny Doon	2329	none
County of Santa Cruz	29	Empire Grade Road Recycle And Overlay Project	Roadway rehabilitation: Pavement Recycling/Asphalt Overlay of Empire Grade Rd - PM 1.32 to end of county maintained road (1.32 mi)	System preservation. ADT: 1094; PCI 25-39; Connects Bonny Doon and SLV; serves Lockheed Facility.	1094	none
County of Santa Cruz	30	Glenwood Drive Chip Seal Project	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping Glenwood Dr. from Bean Creek Rd. to Mt. Charlie Rd. (0.98mi)	System preservation. ADT: 5825; PCI 38-40; used as bypass for Hwy 17; connects County residents to Scotts Valley.	5825	none

Agency	#	Project Name	Description	Summary of Benefits (RTC staff summary of info provided in application)	Estimated Daily Use	Sponsor Priority #
County of Santa Cruz	31	Granite Creek Rd Road Recycle & Overlay Project	Roadway rehabilitation: Pavement Recycling/Asphalt Overlay on Granite Creek Rd from Scotts Valley limits to 0.56 miles south (0.56 mi)	System preservation. ADT 4249. Serves as alternate route between northern Scotts Valley and Branciforte Dr./Happy Valley.	4249	none
County of Santa Cruz	32	Highway 17 To Soquel Corridor Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping of Vine Hill Rd (Hwy 17 to B40), Branciforte Dr (Vine Hill to PM 0.7), Mt. View Rd (B40-N. Rodeo Gulch), N. Rodeo Gulch Rd (Mt. View-PM 1.97), Laurel Rd (N. Rodeo-Soquel San Jose Rd), and Soquel-San Jose Rd. (Laurel to Dawn Lon) - 9.90 mi.	System preservation. ADT varies - Soquel-SJ Rd (8400) to lows on Laurel Glen & Mt View (840); PCI also varies 10-79 on varying sections of 9.9mi of roads. Several routes had increased use due to closures of other roadways after winter 2017 storms.	Varies - B40, Soquel SJ= over 4K; N. Rodeo - 2856; others less than 1K.	none
County of Santa Cruz	33	Hwy 152/Holohan - College Intersection	Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 17, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	Fill gaps in bike and walk facilities, access to schools; reduce traffic congestion; ADA upgrades; reduce speeding in school zone. Anticipated use: 25K/day - 1% bike, 1% ped, 0.5% bus. ADT: 15,800	25k	none
County of Santa Cruz	34	Scotts Valley Area Routes Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping Mt. Hermon Rd (PM 1.31 to SV city limits), Lockwood Ln (GH-SV city limits), and Graham Hill Rd (Sims to Lockwood) - 2.76mi	System preservation. ADT (PCI) Mt. Hermon: 19,330 (41-62); Lockwood: 3900 (24); Graham Hill: 17,500 (38). Provide access from SLV to Hwy 17 and Scotts Valley.	19k-4000	none
County of Santa Cruz	35	Seacliff Village Streetscape Improvements	Construct sidewalks, bike lanes, bus stops, central plaza, parking, landscaping, drainage infrastructure, and roadway rehabilitation; includes St. Park Dr, Center Ave, Broadway, and Santa Cruz Ave.	Provide gateway to Seacliff Village and the Seacliff State Beach, improve multi-modal access to and through the Village, increase landscaping, formalize parking, and create a public plaza. Roadway rehab (PCI in 50's now); 12,000	11k	none
County of Santa Cruz	36	Zayante Road Corridor Chip Seal Project	Roadway rehabilitation: Digouts, Chip Seal, and restriping East Zayante & Upper E. Zayante from Quail Hallow to SR 35 (9.07mi)	System preservation. ADT~7800; PCI 0-62	7800	none

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#	Project Name	Total Cost	Funds Requested	Staff Recommendation	RTC Staff Comments/Conditions
1	Open Streets Events – Watsonville and Santa Cruz	\$97,000	\$50,000	\$25,000	Fund events in Watsonville which has high collision rates, lower bike/walk use. \$50k RSTPX approved by RTC 2/7/13 for events in Watsonville and Capitola. In 2016-RTC approved \$10K for Watsonville event. Provides venue to raise awareness of other programs (e.g. METRO, Cruz511, etc.) One-day event reaches large audience, however unclear if more effective compared to other TDM and infrastructure/focused education programs.
2	Every Day is Bike to Work Day	\$70,000	\$60,000	\$50,000	Low cost program to test effectiveness of new methods to encourage bicycle commuting which could be applied at other employers in the future. Require records include info about frequency that participates bike before/after program.
3	METRO Refurbish Buses	\$4,080,000	\$3,612,024	\$900,000	Avg. cost is \$255k/bus to extend life 6 years. Fund approx. 4 buses.
4	METRO ITS Equipment	\$2,000,000	\$1,770,600	\$1,400,000	Automatic Vehicle Locator (AVL) = \$1M; passenger counters=\$500k; auto vehicle announcement system=\$500k. Staff recommends funding at least AVL portion.
5	METRO Revenue Vehicle Replacements	\$5,915,000	\$5,236,550	\$2,000,000	Funding for CNG buses and paratransit vans. \$975k from FY17/18 supplemental SB1 PUC 99313 formula funds (SB1 STA and SB1 SGR); balance from STIP. Cost is \$1M/electric bus; \$615k/CNG bus; \$75k /paratransit van.
6	Planning, programming, and monitoring (PPM)	\$250k/year	\$409,000	\$409,000	While cost of state/fed mandated activities is approx. \$250k/year, legislation restricts STIP available for this work to \$409k for FY20/21-22/23. Only program STIP formula available for PPM; staff does not recommend using STBG/RSTPX.
7	Cruz511	\$313k/year	\$500,000	\$300,000	Request is for 2 years of funds . Recent program evaluation has resulted in updated program goals and work program focused on serving low income residents, Vision Zero safety messaging, and improved user experience. Measure D Hwy Corridor funds would cover balance of program cost.
8	41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing	\$34,000,000	\$2,000,000	\$2,000,000	RTC has reserved \$2M STIP for this project since 2014. This is a regionally significant multi-modal project serving over 100,000 vehicles per day. Approx. 28% of project cost attributed to bike/ped crossing.

#	Project Name	Total Cost	Funds Requested	Staff Recommendation	RTC Staff Comments/Conditions
9	State Park/Bay Porter Auxiliary Lanes Project	\$73,000,000	\$2,400,000	\$1,830,000	Heavily used transportation facility. Initiate work to make project more competitive for grants . Application was for 50% of PA/ED (environmental review) cost; lower CTs overhead rate if STIP-funded. RTC could also request Advance Project Development (APDE) STIP funds (from future county shares). Balance of PA/ED would be funded by Measure D.
10	Highway 1 Corridor Tiered Environmental Document	Enviro: \$14.5M; \$600M total project cost	\$500,000	\$500,000	Most heavily used transportation facility in Santa Cruz County. Provides long term vision for the corridor, upgrades design standards and adds new bicycle and pedestrian facilities. RTC needs to complete environmental document, including responses to comments.
11	Brommer Street Complete Street Improvements (250' west of 38th Ave to 41st Ave)	\$770,000	\$470,000	\$470,000	Fills gap in pedestrian network. Only request from Capitola.
12	Pacific Ave. Sidewalk	\$439,870	\$339,870	\$0	City's 4th priority. Serves fewer people, sidewalk available on one side of road - unclear would increase walking rates. Low collision rate. Consider for TDA in future.
13	Bay/High Roundabout	\$2,150,000	\$1,600,000	\$0	City priority 3 of 4. 14 collisions in past 10 years. Encourage city to seek AB2766 grant and other funds for construction.
14	River Street Pavement Rehabilitation (Water St to Potrero Street)	\$2,000,000	\$1,000,000	\$815,000	2nd priority for city. Medium use, mixed-use, multimodal roadway; however cost/mile of roadway preservation is high. Consider partial funding if city can scale project or commit other funds.
15	State Route 1/9 Intersection Improvements	\$8,361,000	\$2,000,000	\$1,650,000	City's highest priority. Very high use, multimodal, regionally significant project. Some of bike/ped components of project were constructed earlier as the Highway 1 undercrossing. RTC has previously awarded \$1,329,000 STIP to project and \$1M shifted to MBSST.
16	UCSC Great Meadow Bike Path Preservation and Safety Improvement Project (Phase 2)	\$1,134,000	\$1,004,000	\$750,000	Demonstrated need. There is a history of collisions on the path. Consider funding contingent on UCSC securing ATP grant for balance of funds.
17	Bean Creek Road Rehabilitation	\$810,000	\$717,000	\$0	4th priority of city. Higher cost/mile. Relatively low use
18	Glenwood Drive Rehabilitation and Bicycle Improvement Project	\$865,000	\$763,000	\$275,000	Priority 3 of 4 applications. Located near school. Consider partial funding if city can scale project or commit other funds.
19	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation	\$993,000	\$102,000	\$102,000	Supplements \$711k approve by RTC in 2016. Moderate traffic volumes, complete streets project. Identified as priority through community meetings.

#	Project Name	Total Cost	Funds Requested	Staff Recommendation	RTC Staff Comments/Conditions
20	Kings Village Road/ Bluebonnet Lane Sidewalk	\$306,000	\$271,000	\$271,000	Fills gap in sidewalk network in urbanized area.
21	Airport Blvd Reconstruction: Westgate/Larkin Valley Rd to Hanger Way	\$1,645,000	\$177,000	\$177,000	RTC programmed \$1,195,000 STIP in 2013. Supplemental funds requested due to cost increase/change in scope from full-depth rehab to "remove and replace existing hot mix asphalt" and escalating construction costs statewide. Scope change required due to PG&E gas line location.
22	Bicycle Safety Improvements	\$525,000	\$400,000	\$275,000	32 collisions in past 10 years. Safety project will increase visibility of bicyclists. Project can be scaled to focus on highest crash locations.
23	Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd	\$3,125,000	\$2,500,000	\$1,550,000	High use, major arterial, multi-modal safety improvements. Consider partial funding if city can scale project or commit other funds.
24	Green Valley Road Reconstruction (Struve Slough to Freedom Boulevard)	\$1,598,000	\$354,000	\$354,000	Address funding shortfall. RTC programmed \$1,047,00 STBG in 2016. Used by over 21k/day, major arterial,
25	Aptos Creek Road Traffic Signal, Soquel Dr. Sidewalks & Bike Lanes.	\$3,201,671	\$2,651,000	\$1,900,000	High use, major arterial (Soquel Dr), multi-modal project. Includes improved safety and access for bikes, pedestrians, and transit riders; system preservation. RTC has previously awarded \$1.4M to Aptos Village project components. Priority for county.
26	Branciforte Drive Chip Seal Project	\$433,000	\$384,000	\$384,000	Complete Branciforte repairs.
27	Branciforte Drive Road Recycle & Overlay Project	\$431,000	\$208,000	\$208,000	Addresses funding shortfall. Would bring total RTC funding for project to \$382,000.
28	Empire Grade Chip Seal Project	\$286,000	\$253,000	\$0	Low use.
29	Empire Grade Road Recycle And Overlay Project	\$808,000	\$715,000	\$0	Very low use.
30	Glenwood Drive Chip Seal Project	\$127,000	\$112,000	\$0	Relatively low use.

#	Project Name	Total Cost	Funds Requested	Staff Recommendation	RTC Staff Comments/Conditions
31	Granite Creek Rd Road Recycle & Overlay Project	\$1,103,000	\$476,000	\$476,000	Addresses funding shortfall. In 2016, RTC approved \$500k for project. County providing \$127k.
32	Highway 17 To Soquel Corridor Chip Seal Project	\$1,881,000	\$1,665,000	\$800,000	Alterante route to Hwy 17. Chip seal is cost effective. County will need to scale project or commit additional funds.
33	Hwy 152/Holohan - College Intersection	\$3,153,205	\$767,000	\$767,000	Fills gap in sidewalk and bike lane network, reduce traffic congestion at intersection; bypass to downtown Watsonville; Still needs extra \$1.7M. CTC will not approve STIP for partially funded project. Funding contingent on County securing other funds by Sept. 2018.
34	Scotts Valley Area Routes Chip Seal Project	\$940,000	\$832,000	\$832,000	High use, primary routes between SLV and Scotts Valley. Chip seal is cost effective.
35	Seacliff Village Streetscape Improvements	\$3,436,332	\$410,000	\$0	RTC has approved RSTPX & TDA funds for project since 2007 (\$587k RSTPX and \$263k TDA). Still needs extra \$1.69M, consider in future cycles.
36	Zayante Road Corridor Chip Seal Project	\$1,725,000	\$1,527,000	\$950,000	Chip seal is cost effective. Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible. Road used by transit also. Consider partial funding if county can scale project or commit other funds.
Total			\$38,236,044	\$22,420,000	

AGENDA: November 14, 2017

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Cruz511 In Your Neighborhood – Program Activities and Results

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information about the Cruz511 In Your Neighborhood Program activities and results.

BACKGROUND

The Santa Cruz County Regional Transportation Commission's (RTC) Cruz511 In Your Neighborhood Program (previously the User Oriented Transit Planning Project) was a program focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking and carpooling in Santa Cruz County. The Cruz511 In Your Neighborhood Program was designed to test the effectiveness of individualized marketing techniques on changing travel choices and reduce vehicle miles traveled. This involved providing interested individuals with a comprehensive set of customized travel resources and tools to motivate and convince them to switch from drive alone car trips to trips made by bus, biking, walking, and carpooling. The RTC, in partnership with the Santa Cruz Metropolitan Transit District (Santa Cruz Metro), secured a Caltrans Transit Planning for Sustainable Communities Grant to conduct this pilot project. The Cruz511 In Your Neighborhood Program was carried out in Santa Cruz County between March 2017 and September 2017.

DISCUSSION

Previously entitled the "User Oriented Transit Planning Project", the individual marketing of travel choices pilot program identified neighborhoods as the unique community segment to be the focus of the program and was rebranded "Cruz 511 In Your Neighborhood". After a review of neighborhoods countywide, neighborhoods defined as Central Watsonville and Eastside Santa Cruz were selected to be the program's target audience. Between April and July 2017, households in these neighborhoods were invited to participate in the program using several outreach strategies though: direct mail, contact with travel advisors who canvas neighborhoods and speak with individuals at their household about the program, neighborhood events and notifications on Nextdoor, a neighborhood social media site. Participants were asked to complete a before program survey about their travel habits and preferences and invited to order customized travel resources specific to each neighborhood. Customized travel resources included bus, biking and walking map guides, information about region-wide transportation services

and how to conveniently and safely use the bus, biking, walking and carpooling. Almost all materials were available in both English or Spanish.

The Cruz511 In Your Neighborhood Program's effectiveness is measured by the changes in: the frequency of drive alone, riding the bus, bike, walk and carpool trips, and awareness and attitudes towards transportation options before and after the program intervention. Program effectiveness also considers the number of program participants and materials distributed and the public's perception of the Cruz511 In Your Neighborhood Project.

RTC staff will provide a presentation to the E&D TAC about the Cruz511 In Your Neighborhood program activities and results.

SUMMARY

The Santa Cruz County Regional Transportation Commission's (RTC) Cruz511 In Your Neighborhood Program (previously the User Oriented Transit Planning Project) was a program focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking and carpooling in Santa Cruz County. The program was carried out in Santa Cruz County between March 2017 and September 2017.

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AGENDA: November 14, 2017

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Seniors Council/ Area Agency on Aging 2017 Senior Solutions Summit-
Transportation Summary

RTC staff, in coordination with Seniors Council staff, is recommending that the E&D TAC evaluate the information identified in the 2017 Seniors Solutions Summit discussion about transportation challenges facing seniors (Attachment 1) and consider incorporating the information into the Unmet Transit Needs List.

BACKGROUND

The Seniors Council/ Area Agency on Aging of Santa Cruz and San Benito 2017 Senior Solutions Summit was held on October 18, 2017 at the Resurrection Church. The Seniors Solutions Summit is designed to bring together individuals who represent programs serving seniors to develop real solutions to challenges faced by seniors and adults with disabilities in our community.

DISCUSSION

The 2017 Seniors Solution Summit invited participants to discuss challenges facing seniors. Pam Arnsberger, Seniors Council Board Member and member of the E&D TAC, facilitated a discussion about transportation challenges facing seniors. Participants in this discussion identified problems, causes/barriers, existing solutions and future potential solutions to these transportation challenges (Attachment 1). **RTC staff, in coordination with Seniors Council staff, is recommending that the E&D TAC evaluate the information identified in the 2017 Seniors Solutions Summit discussion about transportation challenges facing seniors (Attachment 1) and consider incorporating this information into the Unmet Transit Needs List.**

SUMMARY

The Seniors Council/Area Agency on Aging 2017 Senior Solutions Summit was held on October 18, 2017 at the Resurrection Church and included a discussion about transportation challenges facing seniors.

Attachment 1: Seniors Solution Summit- Transportation Breakout Group Discussion Summary

PROBLEM 6: TRANSPORTATION

Facilitator: PAM ARNSBERGER

Problems:

- Memory loss makes it challenging to navigate the system, hard to do without an advocate
- Cost is too high for a lot of the programs for those on fixed incomes
- Access to services is a challenge depending on where you live
- Restrictions vary by transportation provider– where they will go, when they will go, whether you live near a bus route, advance reservations.
- Short notice rides or emergency rides aren't available, unless you can find a friend or family to do it
- Stigma of getting help
- Hard to get people off the road who shouldn't be driving, No one wants to give up independence, a "right" to personal transportation
- Riding the bus is an expense
- Limited service in rural areas, very restrictive
- Limited service at night
- "Class privilege" busses are for the poor
- People may not be eligible for services
- Medical professionals don't have the knowledge to intervene

Causes/Barriers

- Money – a symbol of what we value
- Regulations are very restrictive
- Housing not built near transit routes

Existing Solutions

- Demand response services: Lift Line, Para Cruz (SC County) Rides (Monterey Co.) Taxi (not in south Monterey County)
- Uber, Lyft (can be problems getting into vehicles)
- Volunteer driver programs
- Itn

SOLUTIONS

- Electronic wheelchairs and scooters
- Light rail/rail trails
- Self-driving cars
- Free or low cost rides, including bus service
- Taxi scrip
- End fare box ratio
- Door through door services option– escort into house
- Night time services
- Free on call services

- Single point of services – one phone call for all transportation programs. Staff do an intake and help you figure out what option is best

PARTNERS

Colleges, tech companies, advocacy/policy makers, VA system, systems for developmentally disabled, task force to look into these issues