



Santa Cruz County Regional Transportation Commission's
**Elderly & Disabled Transportation
Advisory Committee**

(Also serves as the state-mandated Social Service Transportation Advisory Council)

NOTE special time

AGENDA

3:00 pm, Tuesday, December 11, 2012

Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the 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 9, 2012 meeting **(page 3)**
6. Receive Transportation Development Act (TDA) Revenues Report as of Nov 2012 **(page 7)**
7. Receive RTC Highlights through Nov 2012 **(page 9)**
8. Information Items (circulated at meeting)
 - a. Surprising Effect of Free Bus Passes on Senior Health
 - b. Correspondence from Donna Piland requesting transportation information
9. Receive Agency Updates (other than items on the regular agenda)
 - a. Volunteer Center
 - 1st Quarter Report for FY 2012-13 Transportation Development Act Report
 - b. Community Bridges serving as the Consolidated Transportation Services Agency
 - 1st Quarter Report for FY 2012-13 Transportation Development Act Report
 - c. Santa Cruz Metropolitan Transit District (Metro) **(page 11)**
 - ParaCruz Operations Status Report: Nov 2012
 - Accessible Services Report: Nov 2012 **(page 17)**
 - d. Santa Cruz County Regional Transportation Commission
 - e. Private Operators

REGULAR AGENDA

10. Review Metro's Federal Title VI Anti- Discrimination Policy – Metro staff **(page 21)**
 - a. Input on Racial Identification Survey (enclosed separately)
11. Input on [Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail](#) project – RTC staff **(page 33)**
12. Recommend Regional Transportation Commission approval of a \$150,000 City of Santa Cruz TDA claim for West Cliff Path Paving Phase 2 – City of Santa Cruz staff **(page 37)**
13. Receive Pedestrian Safety Work Group Outreach Campaign Update (oral) – Chair
14. Receive Transit Use by Seniors Survey Update (oral) –RTC Intern
15. Draft 2013 State and Federal Legislative Program – RTC staff **(page 43)**
16. Call for Section 5310, 5316 and 5317 projects **(page 53)**
17. Review need for special meeting in January
18. Adjourn

Next meetings Location and Time:

- **1:30 pm, January 15, 2013 @ the RTC offices** – *Special meeting to review RTP project lists*
- **1:30 pm, February 12, 2013 @ the RTC offices** – regular meeting

Future Topics: Pedestrian Improvements near Activity Centers/Bus Stops, Transit Service to Frederick Street and other activity centers

HOW TO REACH US

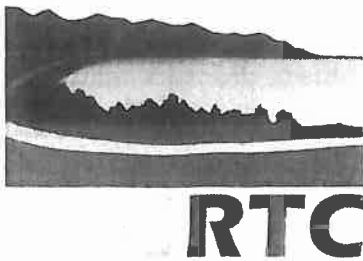
*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org*

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.

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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



Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Minutes – Draft

Tuesday, October 9, 2012 1:30 p.m.

Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz

1. Call to Order at 1:37 pm

2. Introductions

Members Present:

Hal Anjo, Prospective Bus Rider
Lisa Berkowitz, CTSA (Community Bridges)
John Daugherty, Metro
Veronica Elsea, 3rd District
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)
Clay Kempf, Social Services Provider
Patti Shevlin, 1st District

Alternates Present:

April Warnock, Metro ParaCruz

Excused Absences:

Kirk Ance, CTSA Lift Line
Debbi Brooks, Persons of Limited Means
(Volunteer Center)

Others Present:

RTC Staff Present:

David Pape
Ginger Dykaar
Cathy Judd
Karena Pushnik

3. Oral Communications

Karena Pushnik announced that the RTC will hold public workshops on the draft plan for the Monterey Bay Sanctuary Scenic Trail Network (MBSSTN). A series of 4 public workshops are scheduled Monday through Thursday at locations throughout the county the week after Thanksgiving. Ms. Pushnik handed out the MBSSTN fact sheet and invited members to attend one of the scheduled workshops.

Clay Kempf announced that the Seniors Council will co-host a free workshop with the County of Santa Cruz Senior Network Services and the Health Project Center on November 1, 2012 at 2:00 pm at the Community Foundation in Aptos on how to hire and manage a caregiver. Those interested in attending should RSVP due to limited seating capacity.

John Daugherty reported that he attended the recent CALACT conference as a METRO representative. CALACT is a statewide organization of transit agencies. Mr. Daugherty announced that Metro is hiring drivers for fixed route service and an Assistant Paratransit Superintendent.

Karena Pushnik requested that at the December E&D TAC meeting, John Daugherty share information presented at the CALACT conference on mobility management and the senior ambassador program.

Clay Kempf announced that the California Department of Aging has a Caltrans grant for mobility management and will present information at the C4A Conference the 3rd week in November. Mr. Kempf will attend and provide information at the December E&D TAC meeting.

4. **Additions or deletions to consent and regular agendas**

Veronica Elsea requested an add-on item to the regular agenda; update to accessibility to polling places. The need for this add-on item pertains to the November 6 election which would take place before the next regular meeting of the E&D TAC in December and required action by the committee

Action: (Elsea/Kempf) - - to add accessibility to polling places as an add-on item, Item 15, to the regular agenda since Election Day occurs before the next regular meeting of the E&D TAC - - carries unanimously.

CONSENT AGENDA

John Daugherty requested an amendment to the Consent Agenda for the E&D TAC minutes for the July 31, 2012 meeting noting Sharon Barbour as present and conditionally include Mike Molesky as present, subject to verification.

Action: The motion (Elsea/Shevlin) - - to approve the consent agenda as amended - - carries unanimously.

5. Approved Minutes from July 31, 2012 meeting
6. Received Transportation Development Act (TDA) Revenues Report as of September 2012
7. Received RTC Highlights through September 2012
8. Approved reappointment applications for:
 - a. Sally French – Member representing Social Service Provider for Disabled
 - b. Patty Talbot – Alternate representing Social Service Provider for Seniors
9. Information Items - none
10. Received Agency Updates
 - a. Volunteer Center
 - Final Report for FY 2011-12 Transportation Development Act Report
 - b. Community Bridges serving as the Consolidated Transportation Services Agency
 - c. Santa Cruz Metropolitan Transit District (Metro)
 - ParaCruz Operations Status Report: September 2012
 - Accessible Services Report: July 2012
 - Watsonville Service Changes
 - Cruz Cash & Cruz Pass Cards
 - d. Santa Cruz County Regional Transportation Commission
 - Rail Corridor Acquisition Event – November 17!

Karena Pushnik told members that escrow for the Branch Rail Line purchase will close on October 12, 2012 and the RTC is planning a ribbon cutting event on November 17, 2012 with whistle stops in Watsonville, Aptos, Capitola, Live Oak, and west side Santa Cruz at the Swift Street Courtyard. She invited E&D TAC members to attend the celebration and said the RTC would provide more information about the event. *(Aptos now added as a whistle stop.)*

- e. Private Operators

REGULAR AGENDA

11. **Receive Pedestrian Safety Work Group Outreach Campaign Update**

Veronica Elsea told members that the Pedestrian Safety Work Group did not receive an Environmental Justice Grant from Caltrans and invited members to volunteer their time in any capacity they could. The group is accepting new members and provided presentations to the Seniors Commission, Metro Advisory Committee (MAC), and the Scotts Valley Senior Center. Members of MAC suggested placing posters about the Pedestrian Safety Work Group Outreach Campaign inside of buses. Veronica will attend the next Metro Advisory Committee meeting on October 17th in the Metro Center, 920 Pacific Ave. Ms. Elsea mentioned the group would like to provide presentations at other local senior centers and pursue other opportunities. She said the group will present at the November 8 meeting of the County Commission on Disabilities. Clay Kempf suggested that the outreach campaign be presented at the next CALACT session. Lisa Berkowitz suggested that the group try to present on the CTV program, *Your 2nd 50 Years* with Doree Steinman.

Ms. Elsea told members that the group is drafting a letter to local realtors informing them that their sidewalk signs create barriers for pedestrians. She said that the FAQ's about the outreach campaign are undergoing legal review and mentioned the group is working on a brochure for motorists and pedestrians and what each group would like the other side to know with focus on the elderly and disabled. Ms. Elsea announced that the next meeting of the Pedestrian Safety Work Group is on November 20, 2012, from 10:00 a.m. to noon, in the RTC conference room.

12. **Transit Use by Seniors Survey Update**

David Pape, RTC intern, provided an update on the Transit Use by Seniors Survey stating that for the past few months the RTC presented to senior centers and meal sites requesting feedback about bus use and barriers. Mr. Pape said that to date 60 respondents have completed the survey. The RTC expects to have the survey completed by early November with a draft provided at the December meeting of the E&D TAC. Mr. Pape said that the survey will be presented at the Watsonville and Loudon Nelson meal sites and asked members for other outreach site ideas.

Member suggestions are:

- Via Pacifica
- Garfield park
- La Posada
- East Cliff Village Park
- Pajaro Vista
- Paloma del Mar
- Mobile home parks

Clay Kempf suggested that the Human Services Commission may take the survey with them to mobile home parks in its outreach program

13. **Driverless Cars and other assistive technologies**

Karena Pushnik said that Ramona Turner, Santa Cruz Sentinel, requested ideas from members regarding driverless cars and other assistive technologies and suggested that someone on the committee might be interested in writing an article to submit for her *Street Smarts* column. Veronica Elsea mentioned that blind persons are very interested in driverless vehicles but strongly suggests making the controls accessible and not have a touch screen.

Other discussion included:

- Pedestrian detection/safety
- Communication between pedestrians and driverless vehicle
- How driverless vehicles would see cyclists, hand signals, dogs, cats
- Current technology predicts road conditions and not pedestrian

Hal Anjo thinks the technology is a ways off and initial testing shows mixed results.

Action: Motion (Elsea/French) for Veronica Elsea to submit a draft comment and opinion to Karena Pushnik for Ramona Turner's Street Smarts column stating advancements such as driverless cars can be helpful in mitigating problems that come from dangerous driving movements, changes in vision and reflexes in older populations, and gaining independence for visually and mobility impaired citizens, as long as they can coexist safely with cyclists and pedestrians - - carries unanimously.

14. On Board Ridership Survey Results

Ginger Dykaar provided a Power Point presentation of the On-Board Transit Ridership Survey results. Ms. Dykaar said that the RTC and Metro received funding through a Caltrans Rural/Small Urban Transit Planning Studies grant to conduct an on-board transit ridership study. The study, performed by Moore & Associates, consisted of an on-board survey, assessment of on-time performance, and boarding/alighting counts for fixed route service in Santa Cruz County with the primary purpose to collect data needed to support the transit component of the Regional Travel Demand Model managed by AMBAG. The study will support future transit planning efforts and also enable Metro to quantify population of its service area that speaks a primary language other than English to ensure Title VI compliance.

Ms. Dykaar provided detailed information including the following statistics of the 2000 people surveyed:

- 80% walk to the bus
- 30% walk more than 5 minutes
- 49% walk less than 5 minutes
- 82% have no access to personal vehicles

The top 3 preferred improvements suggested by those surveyed:

- Increase service frequency
- Shorter travel time
- Real-time bus information

Hal Anjo was surprised that bus riders were much younger than one would anticipate.

Veronica Elsea mentioned that older riders seem to use bus service only when their vehicles are not working or use bus service for medical appointments.

Ms. Dykaar said that only 3% of riders are 65 years of age or older. She mentioned that the full study is available on the RTC website (<http://sccrtc.org/wp-content/uploads/2012/08/2012-08-onbaord-transit-survey-final-report.pdf>).

15. Accessibility to Polling Places (*this add-on item was requested due to timing of the action related to the November 6 election, which takes place before the next scheduled E&D TAC meeting in December*)

Veronica Elsea voiced concerns about recent redistricting and the ease of getting to polling places. Ms. Elsea spoke to the Elections Department and was concerned because her right to a secret ballot in the last election was compromised due to difficulty finding her new polling place. She feels that most voters don't look at their sample ballot until the last minute, see that their polling place has changed, and be able arrange transportation in time. Ms. Elsea suggested that the E&D TAC write a letter to Elections Department requesting they provide more information, i.e. Public Service Announcements, etc., about changes in polling places in advance of Election Day.

Action: The motion (Anjo/Elsea) for the E&D TAC to write a letter urging the County Clerk to provide more promotion about the possibility polling place changes, include Veronica Elsea's last issue getting to her polling place, with a copy to the RTC - - carries unanimously.

16. Adjourn at 3:05 pm.

Next meeting Location and Time: 1:30 pm, December 11, 2012 @ the RTC offices

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2012-2013**

MONTH	FY11-12 ACTUAL REVENUE	FY12-13 ESTIMATE REVENUE	FY12-13 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	499,800	499,800	533,900	34,100	6.82%	106.82%
AUGUST	666,400	666,400	711,800	45,400	6.81%	106.82%
SEPTEMBER	699,895	699,895	718,257	18,362	2.62%	105.24%
OCTOBER	486,400	486,400	556,500	70,100	14.41%	107.14%
NOVEMBER	648,500	648,500	742,000	93,500	14.42%	108.71%
DECEMBER	804,308	804,308				
JANUARY	510,100	488,844				
FEBRUARY	680,100	651,792				
MARCH	625,667	638,135				
APRIL	441,300	404,586				
MAY	588,400	591,173				
JUNE	756,557	636,515				
TOTAL	7,407,427	7,216,348	3,262,457	261,462	3.62%	45%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY12-13.xlsx\FY2012

6-2



*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*

Santa Cruz County Regional Transportation Commission (RTC) Meeting Highlights

October 4, 2012

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Construction Update:

Work is now focused on construction and backfilling of retaining walls and soundwall foundations in low-lying wetland areas, and installation of drainage systems. The RTC's Commute Solution staff continued community outreach efforts at DeLaveaga Elementary and Harbor High schools to minimize traffic congestion resulting from the La Fonda Bridge removal. To date, feedback has indicated that traffic flow and volume in and around both schools is much better than in years past. At DeLaveaga, in just the first three weeks of school, 113 students have participated in the Boltage Incentive Program, a partnership between Commute Solutions and Ecology Action to encourage students to walk, bike, carpool or ride the bus to school. At Harbor High, Commute Solutions staff is preparing to launch the YO! incentive program (Youth Options for Transportation at Harbor), which will similarly provide education, support, incentives and rewards for students to use alternative transportation to get to school.

Passenger Rail Service Operating Plan for Rail Line Purchase Celebration Train:

The RTC is working on a community-wide celebration event in anticipation of becoming the owner of the Santa Cruz Branch Rail Line. Activities planned include a main event in Santa Cruz, with a train making whistle stops in Watsonville, Capitola, and Live Oak. Local community representatives will assist with celebration activities at all stops, and staff is coordinating with them to make arrangements for music, refreshments and other activities. Staff is also working with the Santa Cruz and Monterey Bay Railway (SC&MB) to provide preview train trips for the public, free of charge, which will travel up the coast from the West Santa Cruz event site at the Swift Street Courtyard. It was also reported that Congressman Sam Farr is scheduled to participate in the celebration event. A 'Save the Date' notice will be sent out shortly.

November 1, 2012

November 17 Event - Right on Track: Rail Corridor Ribbon Cutting:

The RTC – in conjunction with co-hosts and sponsors – is hosting a community event to commemorate public ownership of the 32-mile Santa Cruz Branch Rail Line. 'Whistle Stop' events starting at 9:00 am will be held in Watsonville, Aptos, Capitola, Live Oak and the westside of Santa Cruz. Free train rides will be provided by Santa Cruz & Monterey Bay Railway from the Santa Cruz site up the coast and back. Train tickets will be available online starting November 8 at noon. Updated information about the event (including live music, train rides, history and more) will be posted on the RTC website: sccrtc.org/rail.

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Construction Update:

Work has focused on the completion of the retaining walls in the low lying sections of the highway while the shoring system has been put in place on the northbound side of the highway. The drainage system from Oak Way is now complete and work continues on upgrading the drainage system along and under the highway with some connections requiring night lane closures as necessary. The shuttle service for DeLaveaga and Harbor High students affected by the La Fonda bridge removal continues to run successfully. There are a total of 48 students registered to ride the shuttle and a total of 136 trips taken the week of October 8th. There is available capacity on the existing shuttle to carry additional students and RTC staff will continue outreach efforts with both schools especially as the wet weather season approaches.

Presentation of Draft Master Plan for Monterey Bay Sanctuary Scenic Trail (MBSST) Network:

The Monterey Bay Sanctuary Scenic Trail Network project is a multi-use bicycle and pedestrian pathway from the San Mateo county line in Santa Cruz County to Pacific Grove in Monterey County. The RTC, as the lead agency to plan and implement the Santa Cruz County portion of the Trail Network, developed a Draft Master Plan to identify proposed trail alignments, design features, construction costs, priorities and implementation mechanisms. The RTC will hold four public workshops to present the Draft Master Plan to the public and solicit input. All workshops will be held from 6:00 pm to 8:00 pm as follows: Monday, November 26th, 2012, Community Foundation of Santa Cruz County, Aptos; Tuesday, November 27th, 2012, Pacific Elementary School, Davenport; Wednesday, November 28th, 2012 Simpkins Family Swim Center, Live Oak; and Thursday, November 29th, 2012, Civic Plaza Community Room, Watsonville. The workshops will focus on the geographic area in the vicinity of their location. The full Draft Master Plan is available for download on the RTC website. CDs and a limited number of hard copies are also available at the RTC downtown and Watsonville offices. Comments from the public will be accepted until December 21st, 2012. Simultaneous to the development of the Draft Master Plan, an environmental impact report (EIR) is being developed. The RTC has released a notice of preparation and initial study for the EIR and held two scoping meetings in September to gather additional input on the content and focus of the environmental analysis. Additional comments on the scope of the environmental analysis will be accepted until November 30th, 2012. A draft EIR will be finalized and circulated for public review in spring of 2013. Final adoption of the master plan and EIR certification is anticipated for fall of 2013.

Call for Projects:

The RTC decided to issue a call for projects for up to \$5 million in federal Regional Surface Transportation Program funds. A variety of types of transportation projects including roadway, bicycle, pedestrian, bridge, transit, planning, safety and carpool projects are eligible for these funds. Projects submitted for funding will be evaluated using a variety of factors including improved access to all modes, improved safety, greenhouse gas emission reduction, improved travel time reliability, and preservation of existing infrastructure. Project funding applications are due on December 14, 2012.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: November 30, 2012
TO: Board of Directors
FROM: April Warnock, Paratransit Superintendent
SUBJECT: METRO PARACRUZ OPERATIONS STATUS REPORT-SEPTEMBER 2012

I. RECOMMENDED ACTION

This report is for information only - no action requested

II. SUMMARY OF ISSUES

- METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- METRO assumed direct operation of paratransit services November 1, 2004. This service had been delivered under contract since 1992.
- Discussion of ParaCruz Operations Status Report.
- Attachment A: On-time Performance Chart displays the percentage of pick-ups within the "ready window" and a breakdown in 5-minute increments for pick-ups beyond the "ready window". The monthly Customer Service Reports summary is included.
- Attachment B: Report of ParaCruz' operating statistics. Performance Averages and Performance Goals are reflected in the Comparative Operating Statistics Table in order to establish and compare actual performance measures, as performance is a critical indicator as to ParaCruz' efficiency.
- Attachments C and D: ParaCruz Performance Charts displaying trends in rider-ship and mileage spanning a period of three years.
- Attachment E: Current calendar year's statistical information on the number of ParaCruz in-person eligibility assessments, including a comparison to past years, since implementation in August of 2002.

9.C-1

~~6-9.1~~

III. DISCUSSION

From August 2012 to September 2012, ParaCruz rides increased by 111 rides. The increase in rides does trend typically with the previous year.
The number of rides performed in September 2012 was 1064 less than the number of rides performed in September 2011.

IV. FINANCIAL CONSIDERATIONS

NONE

V. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Chart
- Attachment B:** Comparative Operating Statistics Table
- Attachment C:** Number of Rides Comparison Chart and Shared vs. Total Rides Chart
- Attachment D:** Mileage Comparison Chart and Year to Date Mileage Chart
- Attachment E:** Eligibility Chart

A.C.-2

~~6-9.2~~

ATTACHMENT A

Board of Directors
Board Meeting November 30, 2012

ParaCruz On-time Performance Report		
	Sept 2011	Sept 2012
Total pick ups	8699	7635
Percent in "ready window"	94.29%	95.44%
1 to 5 minutes late	2.13%	1.81%
6 to 10 minutes late	1.59%	1.03%
11 to 15 minutes late	.77%	.76%
16 to 20 minutes late	.51%	.45%
21 to 25 minutes late	.30%	.26%
26 to 30 minutes late	.20%	.09%
31 to 35 minutes late	.10%	.08%
36 to 40 minutes late	.09%	.05%
41 or more minutes late (excessively late/missed trips)	.02%	.05%
Total beyond "ready window"	5.71%	4.56%

During the month of September 2012, ParaCruz received seven (7) Customer Service Reports. One (1) of the reports was valid. Three (3) of the reports were unverifiable, and three (3) of the reports were compliments.

9.6-3

~~6-9.a1~~

ATTACHMENT B

Board of Directors
Board Meeting November 30, 2012

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through September 2012.

	Sept 11	Sept 12	Fiscal 11-12	Fiscal 12-13	Performance Averages	Performance Goals
Requested	9153	8131	25,039	23,673	8157	
Performed	8699	7635	24,136	22,373	7547	
Cancel	17.39%	18.12%	16.82%	17.85%	18.32%	
No Shows	3.2%	3.39%	3.0%	3.18%	3.21%	Less than 3%
Total miles	57,774	51,532	163,395	152,001	51,197	
Av trip miles	4.88	4.57	4.88	4.68	4.81	
Within ready window	94.29%	95.44%	94.79%	95.34%	95.23%	92.00% or better
Excessively late/missed trips	3	2	10	4	1.75	Zero (0)
Call center volume	6461	6387	18,053	17,483	N/A	
Call average seconds to answer	27.8 secs	20.2 Secs	27.52 Secs	19.83 Secs	N/A	Less than 2 minutes
Hold times less than 2 minutes	94.88%	96.8%	95.38%	96.92%	N/A	Greater than 90%
Distinct riders	799	789	1083	1117	742	
Most frequent rider	52 rides	39 rides	141 rides	113 rides	52 rides	
Shared rides	68.3%	67.9%	64.3%	66.2%	65.7%	Greater than 60%
Passengers per rev hour	2.07	2.01	2.03	1.99	1.98	Greater than 1.6 passengers/hour
Rides by supplemental providers	17.96%	9.99%	10.89%	10.21%	12.46%	No more than 25%
Vendor cost per ride	\$21.02	\$22.35	\$20.38	\$21.65	\$22.18	
ParaCruz driver cost per ride (estimated)	\$23.91	\$28.52	\$23.67	\$27.37	\$26.82	
Rides < 10 miles	67.01%	68.81%	69.15%	67.71%	68.70%	
Rides > 10 miles	32.99%	31.19%	30.85%	32.29%	31.30%	

9c-4

~~6-9.b1~~

ATTACHMENT E

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
SEPTEMBER 2011	48	0	7	2	0	57
OCTOBER 2011	59	0	4	0	0	63
NOVEMBER 2011	64	0	3	6	1	74
DECEMBER 2011	49	0	1	3	0	53
JANUARY 2012	31	0	2	3	0	36
FEBRUARY 2012	45	0	1	3	0	49
MARCH 2012	52	1	4	0	0	57
APRIL 2012	32	1	3	3	0	39
MAY 2012	50	0	3	1	0	54
JUNE 2012	47	0	2	0	0	49
JULY 2012	57	1	2	6	0	66
AUGUST 2012	42	0	4	5	0	51
SEPTEMBER 2012	38	0	3	11	0	52

Number of Eligible Riders for the month of September 2012 = 3182

9.L-5

~~6-9.e1~~

9:6-6

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: November 30, 2012
TO: Board of Directors
FROM: John Daugherty, METRO Accessible Services Coordinator
SUBJECT: ACCESSIBLE SERVICES REPORT FOR SEPTEMBER 2012

I. RECOMMENDED ACTION

This report is informational only. No action required.

II. SUMMARY OF ISSUES

- After a demonstration project, the Accessible Services Coordinator (ASC) position became a full time position to organize and provide METRO services to the senior/older adult and disability communities.
- Services include the METRO Mobility Training program and ongoing public outreach promoting METRO's accessibility. The ASC also participates in METRO's staff training and policy review regarding accessibility.
- Two persons have served in the ASC position from 1988 to today. In 2002 the ASC position was moved into the newly created Paratransit Department. On May 27, 2011 the Board approved the staff recommendation to receive monthly reports on the activity of the ASC.

III. DISCUSSION

The creation of the Accessible Services Coordinator (ASC) position was the result of a successful demonstration project funded through the Santa Cruz County Regional Transportation Commission. Two persons have served in the ASC position from 1988 to today. Both hiring panels for the ASC included public agency representatives serving older adults and persons with disabilities.

The first ASC, Dr. Pat Cavataio, served from April 1988 through December 1998. The second ASC, John Daugherty, began serving in December 1998.

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the older adult and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, clients, community agencies and organizations, and the general public

9.6 - 7

~~6-5.1~~

regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

During 2002 the ASC position was moved from Customer Service to the newly created Paratransit Department. Mr. Daugherty was the first employee. His placement was followed by hiring of the first Paratransit Superintendent, Steve Paulson and the current Eligibility Coordinator, Eileen Wagley.

On May 27, 2011 the Board approved the following recommendation: "Staff recommends that this position be reinstated in FY 12 budget with the requirement that this position be evaluated during FY12 to make sure the service items that are being requested by the Community are being carried out by this position. Additionally, staff recommends that this position be required to provide a monthly activity report to the Board of Directors during FY12."

IV. FINANCIAL CONSIDERATIONS

None

V. ATTACHMENTS

Attachment A.1: Accessible Services Coordinator (ASC) Activity Tracking Report for September 2012

Prepared by: John Daugherty, METRO Accessible Services Coordinator
Date Prepared: November 20, 2012

9.6-8

~~6-5.2~~

Attachment A

Accessible Services Coordinator (ASC) Activity Tracking Report for September 2012

What is Mobility Training?

Mobility Training is customized support to allow access to METRO services. It can include:

- **An Assessment:** The ASC meets the trainee to assess the trainee's capabilities to use METRO services. They discuss the trainee's experience using public transit and set goals for training sessions.
- **Trip Planning:** Practice to use bus route schedules, maps, online resources and other tools to plan ahead for trips on METRO fixed route and METRO ParaCruz services. All Mobility Training includes some trip planning.
- **Boarding/Disembarking Training:** Practice to board, be secured, and then disembark (get off) METRO buses. This training has been requested by persons using walkers, wheelchairs, scooters and service animals. The training session includes work with an operator and out of service bus and lasts three to five hours.
- **Route Training:** Practice using METRO buses to travel to destinations chosen by trainees. The training session includes practice on handling fares, bus riding rules and emergency situations. One training session can take two to eight hours. One or two sessions to learn one destination is typical. The number of training sessions varies with each trainee.

During September 2012 there was progress with 14 trainees:

- One person apparently successfully completed his Boarding/Disembarking training. He declined a second training session to practice boarding the bus ramp backwards. He told the ASC that he was riding buses with his scooter.
- One trainee, who referred herself for training, was assessed and completed her first route training.
- One trainee completed her next two route training sessions.
- Another trainee cancelled a route training session due to health setbacks. Another trainee exchanged phone messages regarding the set up of his next training session.
- Training with nine persons is almost complete: September activity included checking on whether further training is needed and preparation to close their files or complete their referral sheets.

9.6-9

~~6-5.a1~~

Attachment A

Training Overview for September 2012:

- Amount of time dedicated to training sessions and follow up activity: At least 39 hours
- Tracking of scheduled appointments vs. cancelled:
Seven appointments scheduled, three appointments cancelled

Highlights of Other Activity – Outreach/orientation performed in the community:

- September 11 Santa Cruz County Fair outreach
- September 13 Commission on Disabilities meeting

Meetings are usually scheduled for two hours. Total ASC time spent includes preparation for the meeting, the meeting itself and follow up activity. ASC activity for each meeting can take four to nine hours.

The total audience for September outreach/orientation was at least 80 persons. Information was provided during meetings and follow up phone calls and emails.

Requests from the community and METRO staff:

- There were at least 22 individual contacts in person and/or over the phone. Contacts advanced training, handled trip planning requests and helped preparation for the Cal Act Conference described below.
- The ASC participated in securement testing of new operators September 6. The ASC arranged assistance of public participant Lesley Wright and observed operators practice securement procedures on ASC and his wheelchair.
- For the first time the ASC attended the California Association for Coordinated Transportation (Cal Act) Conference. During September 18 and 19 of the Fall Conference & Expo held in Monterey, the ASC met colleagues, gathered information and participated in workshops on Americans with Disabilities (ADA) regulations, Mobility Training, Mobility Management and the new "if it fits, it ships" wheelchair and scooter standards inside transit vehicles. The ASC also used the MST Rides – Monterey County Paratransit – service.

9.6-10

~~6-5.a2~~

*Santa Cruz Metropolitan
Transit District*



November 20, 2012

Executive Director George Dondero
SCCRTC
1523 Pacific Ave.
Santa Cruz, CA 95060



Dear Executive Director Dondero:

Santa Cruz METRO is updating its Civil Rights program which prohibits discrimination in the provision of public transit services and requests your input. Because your agency has direct contact with people using public transportation, I am sending the enclosed complaint form and policies to "preview" in advance of Santa Cruz Metropolitan Transit District Board meetings which will consider adoption of the updated Program

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination based upon race, color or national origin in the provision of public transit services. As a Federal Transit Administration recipient of federal funds, Santa Cruz METRO is committed to ensuring that no person is excluded from participation in or denied the benefits of its public transit programs and services.

The Federal Transit Administration recently updated its Title VI guidance for transit operators, which requires Santa Cruz METRO to submit a Title VI Program Report update and to adopt new service standards and policies which establish objective measures of service delivery. All of these are part of the Title VI Program Report update. The revised Policy, Complaint Form and Service Standards are enclosed for your review along with a summary sheet which explains the new service standards and their application to service delivery.

Please review the enclosed documents and let me know if you have any concerns or comments. I can be reached at (831) 426-6080, e-mail to thiltner@scmtd.com or by regular mail at the address below.

Three upcoming meetings of the Santa Cruz Metropolitan Transit District Board of Directors offer additional opportunities to comment on the update Title VI Program Report and policies. On 11/30/12, the Board will consider accepting these draft policies for circulation and public comment. On 12/21/12, the Board will consider the entire draft Title VI Program Report, which includes these policies, and opening a public comment period through 1/25/13 on the Title VI Program Report update. On 1/25/13, the Board will hold a public hearing and consider adopting the final Title VI Program Report for submission to the Federal Transit Administration. The public is invited to attend and comment on the Title VI Policies and Program Report update at any of these Board meetings.

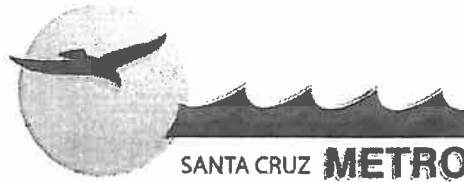
Thank you for your consideration, and please call me if you have any questions.

Sincerely,

Thomas Hiltner
Grants/Legislative Analyst

10-1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT



TITLE VI POLICY STATEMENT

The Santa Cruz Metropolitan Transit District (METRO) is committed to providing public transportation in an environment that is free from discrimination on the basis of race, color, national origin, age, sex, sexual orientation, or gender identity. METRO operates its programs, activities and services without regard to race, color, national origin, age, sex, sexual orientation, or gender identity.

As a Federal Transit Administration (FTA) fund recipient, METRO will ensure that its programs, policies and activities comply with Title VI of the Civil Rights Act of 1964, as amended, and Department of Transportation regulations.

Any person who believes that he/she, has been subjected to discrimination on the basis of race, color, national origin, age, sex, sexual orientation, or gender identity, with respect to METRO's programs, activities, services, or other transit related benefits, may file a Title VI complaint. Complaints must be filed in writing and signed by the complainant, or a representative, and should include the complainants name, address, and telephone number or other means by which the complainant can be contacted. Complaint forms are available at Santa Cruz METRO Administration, 110 Vernon St., Santa Cruz, 831-426-6080; Customer Service, 920 Pacific Avenue (Pacific Station); and on the web at www.scmtd.com. Customers are encouraged to submit Complaints as soon as possible and can call the Administrative Coordinator at (831) 426-6080 for assistance.

To request additional information on METRO's non-discrimination obligations or to file a Title VI Complaint, please submit your request or complaint in writing to:

Santa Cruz Metropolitan Transit District
Attn: General Manager
110 Vernon Street
Santa Cruz, CA 95060

Federal Transit Administration (FTA) Title VI Complaints may be filed directly to:

Federal Transit Administration Office of Civil Rights
Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

**Santa Cruz Metropolitan Transit District
TITLE VI DISCRIMINATION COMPLAINT FORM
110 Vernon Street, Santa Cruz, CA 95060**

Complainant's Name or Authorized 3rd Party: _____

Street Address: _____

City/State/Zip: _____

Phone: _____ **E-mail Address:** _____

Date/Time of Violation: _____ **Date of Complaint:** _____

Place of Violation: _____

Bus Number: _____ **Bus Route:** _____

Please indicate discrimination in this complaint because of any of the following, which are prohibited by Title VI of the Civil Rights Act of 1964:

☐ Race ☐ Color ☐ National Origin

Please indicate discrimination in this complaint because of any of the following, which are strictly prohibited by Santa Cruz METRO:

☐ Age ☐ Sex ☐ Sexual Orientation ☐ Gender Identity

Please provide the name(s) of the METRO Directors, employees, and/or agents who allegedly discriminated against you, including their job titles (if known):

Identify what METRO service, program, or activity (e.g. fixed route service, ParaCruz, etc.) resulted in discrimination against you:

Identify individuals by name, address and phone number that have information relating to the violation:

Explain as clearly as possible what happened, how you feel you were discriminated against and who was involved. Describe how you were treated differently:*

Signature of Complainant: _____ **Date:** _____

10-3

**You may use additional sheets of paper, if necessary.*



Santa Cruz METRO

Service Standards Summary

The following are the performance or service standards used by Santa Cruz METRO

Vehicle Load

- Vehicle load measures the number of people on a bus who are left standing when all of the seats are taken. This statistic helps determine if a route is overloaded and needs to be changed.
- Vehicle Load is a ratio of the total passengers on board to the number of seats on the bus. For example, a 35' bus has 30 seats. If 36 people board the bus, six passengers are left standing and the vehicle load factor is $36/30$ or 1.2. With 15 passengers standing (45 passengers on board), the load factor is $45/30$ or 1.5. As the load factor increases, more passengers are standing.
- Here is a table for all of Santa Cruz METRO's vehicle types and the vehicle load standard for each:

Vehicle Type	Average Passenger Capacities			
	Seated	Standing	Total	Maximum Load Factor
25' Mini Bus	19	9	28	1.5
40' Low Floor Bus	39	19	58	1.5
35' Bus	30	15	45	1.5
40' Highway 17 Bus*	36-43	12	48-55	1.2-1.3
Note: The last trip of the night on any given route may have a higher load factor in the effort not to leave passengers stranded after the last bus trip.				
Note*: Santa Cruz METRO operates a number of different 40' Highway 17 buses which have different seating capacities				

On-Time Performance

- On-time performance is the ability of a bus to depart on a trip no earlier than its scheduled departure time and no later than 5 minutes after the scheduled departure time and arrive at its final destination within 5 minutes of the scheduled arrival.
- Santa Cruz METRO's on-time performance standard is that 72% of all transit trips will be on-time.
- There are various ways to monitor on-time performance. Santa Cruz METRO will evaluate on-time performance twice a year.

Vehicle Headway

- Vehicle headway is the frequency of buses along a particular route or group of routes at a specific time of day.
- Santa Cruz METRO's routes are divided into six groups based on the nature of the routes. Each route group has a different vehicle headway standard as seen below:

Route Groups	Weekday Peak	Weekday Base	Weekday Night	Weekend
Rural	30 min	60 min	90 min	30 min
Intercity	15 min	30 min	60 min	60 min
Local	60 min	60 min	60 min	60 min
UCSC	10 min	30 min	30 min	30 min
Highway 17	20 min	60 min	60 min	60 min
Rural School Based Service and Rural Lifeline Service	Santa Cruz METRO will provide at minimum two trips a day Monday through Friday that serve bell times for rural students attending K-12 school. This service additionally serves as Lifeline service (at one trip per day) for some rural outlying areas.			
Note: Peak hours are 7:00am-9:00am and 2:00pm-7:00pm. Night service is from 8:00pm-12:00am. Not all routes operate at all times of the day.				

Service Availability

- Service Availability is the ability of Santa Cruz METRO to deliver transit service that is accessible to the greatest number of residents possible.
- The County of Santa Cruz is 445 square miles with a population of 262,382 people. Approximately 125,000 people live within incorporated cities, and the remainder live in rural areas.
- Santa Cruz METRO will distribute service so that 90% of all residents living within the incorporated cities of Santa Cruz, Capitola, Scotts Valley and Watsonville are within a ½ mile of a bus stop.
- Additionally, Santa Cruz METRO will distribute service so that 90% of all residents of Santa Cruz County (including rural areas) are within one mile of a bus stop.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Regulation Number: AR-1033

Computer Title: System Standards

Effective Date: [date GM signs]

Pages: 7

TITLE: SYSTEM-WIDE SERVICE STANDARDS AND POLICIES

Procedure History

NEW POLICY

SUMMARY OF POLICY

APPROVED

I. POLICY

- 1.01 It is the policy of the Santa Cruz METRO, as a recipient of Federal Transit Administration (FTA) funds, that it shall comply with Title VI of the Civil Rights Act of 1964 which provides that, "No person in the United States shall on the ground of race, color or national origin be excluded from participation or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."
- 1.02 Santa Cruz METRO ensures that the level and quality of its public transportation service are provided in a nondiscriminatory manner. Santa Cruz METRO promotes full and fair participation in public transportation decision-making without regard to race, color or national origin. Additionally, Santa Cruz METRO ensures meaningful access to transit-related programs and activities by persons with limited English proficiency (LEP).
- 1.03 Santa Cruz METRO shall not utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color or national origin. Santa Cruz METRO will implement these System-Wide Service Standards and Policies to ensure that service design and operation does not result in discrimination on the basis of race, color or national origin.
- 1.04 Santa Cruz METRO's service standards and policies address how service and amenities are distributed throughout the transit system. Santa Cruz METRO created these service standards and policies to prevent discrimination in the routing, scheduling and quality of transportation service provided throughout its service area. Santa Cruz METRO ensures that the manner of distribution of its transit services affords all users equal access to these assets.
- 1.05 It is the policy of Santa Cruz METRO that the location of routes, level of service, quality and age of its vehicles and quality of transit amenities serving different area may not be determined on the basis of race, color or national origin.

10-6

II. APPLICABILITY

- 2.01 This policy and the system-wide service standards and service policies set forth herein apply to Santa Cruz METRO's employees in the creation of its transit service according to standards for the location of routes, headway between buses, passenger loads and on-time performance, and policies for assigning buses and installing transit amenities.

III. DEFINITIONS

- 3.01 **CNG:** Compressed natural gas.
- 3.02 **Highway 17 Express:** A regional route which provides service between Santa Cruz County and Santa Clara County along SR-17.
- 3.03 **Intercity:** The primary trunk lines with better than hourly service on arterial roads linking transit centers or significant activity centers (Santa Cruz, Watsonville, Scotts Valley). An intercity route tends to have high frequency and a long span of service
- 3.04 **Local:** An urban route which connects residential areas or major trip generators with transit centers
- 3.05 **National Origin:** The particular nation in which a person was born, or where the person's parents or ancestors were born.
- 3.06 **Non-peak:** The times of a given day with lower travel demand.
- 3.07 **On-Time Performance:** A measure of transit runs completed as scheduled.
- 3.08 **Peak:** The highest level of daily travel demand generally between the hours of 7am – 9am and between the hours of 2pm – 7pm.
- 3.09 **Program or Activity:** A facet of service provided by Santa Cruz METRO.
- 3.10 **Race:** A group of people united or classified together on the basis of common history, nationality or geographic distribution.
- 3.11 **Recipient:** A transit agency or transportation agency that receives federal financial assistance from the Federal Transit Administration. The term includes subrecipients of a designated recipient.
- 3.12 **Rural:** A transit route that provides service to rural areas beyond the urbanized area boundaries within Santa Cruz County. A rural route which provides the only transportation available to the transit dependent is lifeline service. A rural route tends to have low frequency and a short span of service
- 3.13 **Service Area:** The geographic area in which Santa Cruz METRO operates public transit services.
- 3.14 **Service Availability:** A general measure of a person's access to public transit within Santa Cruz County.

10-7

- 3.15 **Service Standard/Policy:** An established service performance measure or policy used by Santa Cruz METRO to plan or distribute services and amenities within its service area.
- 3.16 **Transit Amenities:** Items of comfort, convenience and safety that are available to the general riding public. Examples include bus stop signs, benches, shelters, trashcans and lighting.
- 3.17 **UCSC Routes:** A route serving the University of California Santa Cruz campus. Some UCSC routes operate only during the UCSC school term and are not in service during the summer months. The UCSC routes tend to have the greatest frequency and the longest span of service in Santa Cruz METRO's route categories.
- 3.18 **Vehicle Headway Standard:** The amount of time scheduled between two transit vehicles traveling in the same direction along the same street. A shorter headway corresponds to a higher level of service. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her destination. Headway standards can impact vehicle load.
- 3.19 **Vehicle Load Standard:** Expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus a vehicle load of 1.5 means all seats are filled and there are 20 standees. The intent of monitoring vehicle load standard is to provide commensurate safety, comfort and service levels throughout the system.

IV. SERVICE STANDARDS

FTA requires all fixed route transit providers to develop quantitative standards for the following indicators: Vehicle Load, Vehicle Headway, On-Time Performance and Service Availability.

- 4.01 **Vehicle Load Standard.** Santa Cruz METRO's Vehicle Load Standard is based upon the factors listed below. The average of all loads on a route should not exceed the load factors shown below.

Load Factors

Vehicle Type	Seated	Standing	Total	Load Factor
25' Mini Bus	19	9	28	1.5
40' Low Floor Bus	39	19	58	1.5
35' Bus	30	15	45	1.5
40' Highway 17 Bus*	36-43	12	48-55	1.2-1.3

Note: The last trip of the night on any given route may have a higher load factor in the effort not to leave passengers stranded.

* Santa Cruz METRO operates a number of different 40' Highway 17 coaches which have different seating capacities

10-8

If a route exceeds these standards, it will be monitored. In the event that an overload is documented on fifteen (15) days, over a six-month period, corrective action shall be considered to achieve a balanced vehicle load within the acceptable limits of these standards but dependent on the financial capability of Santa Cruz METRO.

4.02 **Vehicle Headway Standard:** Santa Cruz METRO strives to strike a balance between headways and span of service. Santa Cruz METRO uses the following five route categories to delineate different service characteristics and establishes different vehicle headway standards as shown in the table below to meet the trip characteristics in each category.

- a. **Rural:** Routes that serve sparsely populated unincorporated areas, although the routes may start within an incorporated city.
- b. **Intercity:** Routes that travel between incorporated cities and may travel through rural areas and/or unincorporated areas.
- c. **Local:** Routes that travel within and/or around an incorporated city.
- d. **UCSC:** Routes which enter the University of California Santa Cruz campus during the school term.
- e. **Highway 17 Express:** A single, intercounty commuter express route with limited stops between Santa Cruz and San Jose.

Headway Standard

Routes	Weekday Peak	Weekday Base	Weekday Night	Weekend
Rural	30	60	90	30
Intercity	15	30	60	60
Local	60	60	60	60
UCSC	10	30	30	30
Highway 17 Express	20	60	60	60

Note: Peak hours are 7:00am - 9:00am and 2:00pm - 7:00pm.
Night service hours are 8:00pm - 12:00am. Not all routes in a route group will operate at all times of a day

Monitoring will be done prior to the beginning of each bid. Vehicle headways will be improved first on routes that exceed the load factor standard.

4.03 **On-Time Performance Standard:** The Santa Cruz METRO has a 72% on-time performance standard.

- a. Santa Cruz METRO buses are considered on time if the actual departure is no earlier than zero seconds before and no later than five minutes after the scheduled departure time.
- b. Santa Cruz METRO buses are considered on time if the actual arrival is within five minutes of the scheduled arrival time.

Currently, Santa Cruz METRO does not have the technology or staffing to regularly track on-time performance. Santa Cruz METRO will collect on-time performance data twice a year using a point check with surveyors stationed at the three major transit centers (Santa Cruz, Capitola Mall and Watsonville) to record arrivals and departures. This policy is in place until Santa Cruz METRO is able to implement an Automatic Vehicle Locator system.

- 4.04 **Service Availability.** The Santa Cruz METRO Service Availability Standard considers the range of geographic variability within the service area.

Santa Cruz METRO serves the County of Santa Cruz, which encompasses 445.2 square miles with an average density of 589 persons per square mile and a total population of 262,382. Urban development in the county lies primarily within the incorporated cities of Capitola, Santa Cruz, Scotts Valley and Watsonville which serve as the predominant employment and residential centers in the service area. Numerous unincorporated places within the County separated by extensive rural areas lend for a generally low-density service area with medium densities within the incorporated cities. In addition, Santa Cruz METRO serves a non-urban university campus of approximately 20,000 students and staff which require a high level of transit service due to travel restrictions, even though the vast campus does not approach urban densities.

In consideration of the varied service area geography, Santa Cruz METRO will implement a service availability standard such that:

- a. Ninety percent (90%) of all residents living within the incorporated cities of Capitola, Santa Cruz, Scotts Valley and Watsonville are within a ½ mile of a bus stop.
- b. Ninety percent (90%) of all residents of Santa Cruz County are within 1 mile of a bus stop.

V. SERVICE POLICIES

FTA requires all fixed route transit providers to develop policies to ensure that the assignment of buses and distribution of transit amenities do not result in discrimination. Service policies do not have a quantitative threshold; rather, they govern how service is implemented.

- 5.01 **Vehicle Assignment.** Vehicle assignment refers to the process by which transit vehicles are placed into service on routes throughout Santa Cruz METRO's service area.

- a. Santa Cruz METRO assigns buses to vehicle tasks and blocks based on the following criteria:

10-10

1. Ridership/vehicle capacity;
 2. Whether the bus is being operated during peak periods;
 3. Whether there are topographical or geographical limitations that would prohibit a specific bus from being operated in that area;
 4. Availability.
- b. Santa Cruz METRO assigns suburban style buses with overhead bins to the Highway 17 Express.
- 5.02 **Transit Amenities.** Implementation of the following transit amenities will occur at bus stops and transit centers based on the objective criteria cited below:
- a. **Signs:** Bus stop information signs shall be installed at all Santa Cruz METRO bus stops. To promote accessibility and readability, the signs shall be located at a minimum of two (2) feet from the curb face; with the top of the information sign positioned no more than seven (7) feet from ground level.
 - b. **Benches/Shelters:**
 1. Proximity to hospitals, schools, senior centers, shopping centers, medical centers, transit transfer centers, and transit centers;
 2. Frequency of service (shorter headways, no bench; longer headways, benches);
 3. Adjacent land use compatibility (e.g. apartment complexes, senior and/or disabled communities/housing);
 4. Availability of space to construct shelters and waiting areas is required. The location must accommodate a concrete pad and is required to set back two feet from the roadway. The bench/shelter must not block the view of vehicular traffic and site must comply with all federal, state and local legal requirements;
 5. Passenger/Public requests;
 6. Existing bench or shelter locations will be considered for equity in distribution within the service area.
 - c. **Bike racks:** Bike racks will be installed at all transit center locations. Bike racks will be installed in bus stops located in major shopping centers.
 - d. **Trash Cans:** Santa Cruz METRO provides trash cans at all urban and inner city bus stops and upon request in interconnecting and rural routes.
 - e. **Lighting:** All new sheltered bus stops will receive solar lighting.
- 5.03 **Replacement of Existing Amenities.** Existing bus stops with vandalized, defective or damaged bus shelters or benches will receive priority for a new and/or repaired to a state of good repair bus shelter or bench.

VI. REQUESTS FOR NEW SERVICE

- 6.01 Requests for new bus service received from a resident when the request is supported by community organizations, a majority of the residents, and/or political representatives of the community will be considered and evaluated.

VII. USE OF SERVICE STANDARDS

- 7.01 These system-wide service standards will be used by Santa Cruz METRO's Planning Department and Operations Department to ensure that service is distributed across the system in a nondiscriminatory manner which affords users equal access to public transit assets.
- 7.02 Santa Cruz METRO's Planning Department and Operations Department are responsible for monitoring Santa Cruz METRO's service standards and notifying the Board of Directors if changes are necessary.

VIII. ADMINISTRATION OF REGULATION

- 8.01 The Operations Manager is responsible to administer and enforce this policy within the respective department.
- 8.02 This policy will be updated as needed as determined by the Operations Manager or the General Manager.
- 8.03 Santa Cruz METRO will integrate these System-Wide Service Standards and Policies into its Administrative Regulations and procedures.

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Cory Caletti, Senior Transportation Planner/Project Manager
RE: Monterey Bay Sanctuary Scenic Trail Network – Draft Master Plan

RECOMMENDATIONS

Staff recommends that the E&D TAC accept a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project and provide feedback.

BACKGROUND

The Monterey Bay Sanctuary Scenic Trail Network (Trail Network) is envisioned to be a multi-use transportation, recreational, and interpretive facility for bicyclists and pedestrians that will span the coast of the Monterey Bay National Marine Sanctuary from the San Mateo/Santa Cruz County line in Santa Cruz County to Lovers Point in Pacific Grove, Monterey County. Federal funds to establish a continuous trail spanning Monterey and Santa Cruz counties were secured by Congressman Sam Farr with the Transportation Agency for Monterey County (TAMC) taking the lead for the Monterey County portion of the trail and the RTC taking the lead in Santa Cruz County. Local funds have also been programmed to the project by the RTC.

The Trail Network will be separated from motor vehicle traffic, as possible, and utilize the on-street network to provide greater community connectivity. The Trail Network will serve transportation, recreation, health, eco-tourism, coastal access, economic vitality, and educational and interpretive purposes. The “spine” of the Trail Network will be built parallel to the operational rail line, within the rail right of way as possible, so that freight service can continue and future passenger rail service may be provided. Spur trails will connect the primary alignment to major activity centers. Approximately 50% of the county’s population, 88 parks and 45 schools are in census tracts within 1 mile of the rail line.

The RTC authorized staff to engage RRM Design Group, a consulting firm specializing in trail planning, to develop a master plan and environmental review document for the Trail Network project in Santa Cruz County. The consultant contract for development of the Master Plan and environmental document was increased from \$499,992 to \$627,757 to accommodate additional public participation forums as requested by the public and the RTC and more extensive analysis on tie-ins and overlaps with the California Coastal Trail. The California Coastal Trail is a proposed trail system to be located as close to the coastline as possible, from the Oregon to the Mexico borders. The California Coastal Conservancy, the agency responsible for preserving and expanding coastal access, supporting coastal trail development, and identifying the California Coastal Trail provided \$250,000 for development of the Master Plan in order to provide for that trail tie-in and connection.

The RTC received a presentation in August, 2011 on the project scope, schedule and document development. Following that presentation, RRM Design Group conducted corridor tours; identified and mapped opportunities and constraints; met with stakeholder groups representing over 50 agencies, community representatives and businesses; and held three route identification public workshops throughout the county which were attended by over 200 community members.

DISCUSSION

After careful research, field study, mapping exercises, public outreach and input from key agency partners, a Draft Master Plan (Attachment 1) has been developed. The Draft Master Plan presented is a comprehensive analysis of the existing conditions, opportunities, constraints, and alignment alternatives. The Draft Master Plan aims to identify a primary alignment for a continuous bicycle and pedestrian trail along the rail right-of-way where separation from motor vehicle traffic is possible. Additionally, spur trails and on-street facilities would provide connectivity to coastal destinations and other activity centers. As directed by the RTC and mandated by rail right-of-way purchase agreements, planning and design of the Trail Network assumes and prioritizes rail service on the rail right-of-way.

Draft Master Plan development process

In addition to the research, analysis and outreach identified above, an administrative draft plan was developed in consultation with local jurisdictions and agency partners who also reviewed that plan and provided significant feedback. Proposals were also discussed with Iowa Pacific (operating as Santa Cruz and Monterey Bay Railway), the Farm Bureau, agricultural operators and the Agricultural Commissioner, as well as other key partners. Comments were addressed and incorporated as possible.

Draft Master Plan contents

The Draft Master Plan is organized into chapters as follows:

- 1) Introduction – The project's history, evolution, major milestones achieved to date, current project scope and the Plan's relationship to other planning efforts for non-motorized mobility are described. The "braided trail network" concept is introduced and the goal of providing a comprehensive system of bicycle and pedestrian facilities with proximity to the coast and separated from motor vehicle traffic to the greatest extent possible is addressed. How the Master Plan is organized and what public outreach has been conducted to date for its development is outlined.
- 2) Goals, Objectives, and Policies – Within the planning and policy context, this chapter provides the goals of generally desired outcomes, measurable and specific objectives, as well as policies related to implementation of the project's goals and objectives. Additionally, implementing actions are identified.
- 3) Master Plan Setting – The planning area is divided into three major areas or "reaches", each containing a set of characteristics that will require coordinated treatment types. The northern, central and southern reaches are identified and opportunities and constraints for each area are discussed. Additionally, activity centers are summarized since access to desirable destinations is integral to vibrant trail systems.
- 4) Trail Alignments – The entire Trail Network is divided into twenty (20) segments as described. Segment proposals identify trail treatment types through cross-section graphics, show spur trails as well as improvements needed to existing facilities. Cost estimates are provided for the number of miles, amenities, at-grade crossings and new

- bridge structures. Consideration is given to right-of-way width, proximity to activity centers, and network connectivity the segment would provide.
- 5) Trail Design Standards – A trail functions best when it is seamless to the users and is constructed to uniform standards as it traverses through different jurisdictions and geographic areas. This chapter addresses standards for each facility type, treatments for crossings and intersections and universal design guidelines to provide accessibility to the highest number of users. Amenities, shared use conflict reduction measures, dog and equestrian uses and other trail functionality considerations are also addressed.
 - 6) Project Prioritization and Costs – Categories by which to prioritize segment implementation and a weighted scoring system is recommended. While categories such as proximity to activity centers, cost estimates and constrained right-of-ways are identified, a place holder is also reserved for community preference. A short, medium and long term phasing scenario is recommended.
 - 7) Operation and Maintenance – Aside from regular maintenance, the trail management will also involve carefully considered interface guidelines with current and future agricultural and rail operations. Responsibilities and a variety of different mechanisms by which trail segment projects may be developed, constructed and maintained are offered.

A presentation on the content of the Draft Master Plan was provided to the RTC on Thursday, November 1st, 2012. A series of public workshops was held in late November and was attended by over 300 people in 4 locations throughout the county. Feedback was provided regarding prioritization of projects and other plan details.

Hard copies of the Draft Master Plan are available for download on the RTC website. CDs and a limited number of hard copies are also available at the RTC downtown and Watsonville offices. Comments from the public will be accepted until December 21st, 2012.

Funding

To date, almost \$7 Million has been secured for the Trail Network for implementation in Santa Cruz County. Of that amount, approximately \$2.5 Million comes from the federal Transportation Enhancement program and approximately \$4.5 Million is attributed to the efforts of Congressman Sam Farr who secured federal funding for the project. The California Coastal Conservancy has also contributed funds to extend Trail Network planning to the San Mateo County/Santa Cruz County border and to ensure consideration to tie-in and overlap with the California Coastal Trail.

While early construction estimates were in the \$1 Million per mile range, the geographic conditions of the analysis area coupled with the majority of the train trestles being incapable of holding cantilevered bike/pedestrian structures have increased the cost estimate as indicated in the Draft Master Plan. RTC staff will work aggressively to seek on-going funding through creative as well as traditional mechanisms, and to deliver projects in an efficient manner.

Draft Environmental Impact Report

Simultaneous to the development of the Draft Master Plan, an environmental impact report (EIR) is also being developed. The RTC has therefore released a notice of preparation and initial study for the EIR. Pursuant to the public participation goals of the California Environmental Quality Act, the RTC hosted two scoping meetings in September to gather additional input on the content and focus of the environmental analysis to be conducted and presented in the draft EIR. The deadline

for additional comments has been extended to November 30th, 2012 to give the public additional time to consider the scope of the environmental analysis.

Estimated Timeline of Activities

Following review of the Draft Master Plan, RTC staff and RRM Design Group will make modifications and conduct additional research as needed in preparation of a final master plan. A draft EIR will be finalized and circulated for public review in spring of 2013. Final adoption of the master plan and EIR certification is anticipated for fall of 2013.

Staff recommends that the E&D TAC accept a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project and provide feedback.

As adoption of the master plan nears, staff will consider how the RTC may approach project implementation in the short term and beyond and how project funding should be allocated.

SUMMARY

The Monterey Bay Sanctuary Scenic Trail Network project is a multi-use bicycle and pedestrian pathway from the San Mateo county line in Santa Cruz County to Pacific Grove in Monterey County. The RTC is in charge of planning and implementing the Santa Cruz County portion of the Trail Network. The Draft Master Plan identifies proposed trail alignments, design features, construction costs, priorities and implementation mechanisms and is available for review and comment until December 21st, 2012.

Attachments:

- 1) Draft MBSST Network Master Plan (a limited number of hard copies available at the RTC; also available on CDs and for download on the RTC website)

To: Elderly & Disabled Transportation Advisory Committee
From: Karena Pushnik, RTC Staff
Re: City of Santa Cruz Article 8 Transportation Development Act Allocation Request for \$150,000 for the West Cliff Drive Path Paving Phase 2

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

Recommend that the Regional Transportation Commission approve by resolution the City of Santa Cruz's Article 8 Transportation Development Act Allocation Claim for \$150,000 for paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue.

BACKGROUND

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

DISCUSSION

The City of Santa Cruz is requesting a recommendation of approval from the E&D TAC for the following pedestrian amenities; \$150,000 for the West Cliff Drive Path Paving Phase 2. This project will maintain pedestrian and bicycle safety along this heavily used corridor between Lighthouse Field and Almar Avenue, an extension of the Phase 1 project between Bay Street and Lighthouse Avenue. Of the total, \$15,000 is for design and engineering, and \$135,000 is for construction. The detailed TDA claim for this project is attached (Attachment 1).

Attachments

1. Article 8 TDA Allocation Claim 10/16/2012 Letter and TDA Claim Forms from the City of Santa Cruz



PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

October 16, 2012

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



RE: City of Santa Cruz – FY 2012-13 TDA Article 8 Allocation Request

Dear Mr. Dondero:

Please accept this letter as a FY 2012-13 TDA Article 8 allocation request for the following projects:

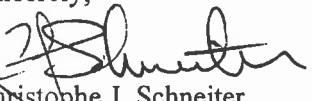
1. Bikeway Striping and Minor Improvements (\$20,000): This project provides for the annual re-striping of the City's 30 miles of bikeways, maintenance of bikeways and minor bikeway improvements. This project is entirely supported with TDA funds.
2. Bicycle Parking Program (\$1,000): This program provides for the development of bicycle parking facilities at high use areas in the public right of way.
3. West Cliff Drive Path Paving Phase 2 (\$150,000): The project provides for the paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue. The first phase was completed in the last two fiscal years and included the path pavement and minor widening between Bay Street and Lighthouse Avenue. The remaining balance of approximately \$9,608 in the first phase will be expended in the second phase.

The City's remaining small unallocated balance will be used to match existing grant applications, under funded projects, and future bikeway striping and parking projects.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,


Christophe J. Schneiter
Assistant Public Works Director/City Engineer

Attachments: Claim Forms (2)
cc: Transportation Coordinator (CS)
Finance Department (SH)

12-2

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

Submit a separate form for each project.

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

Project Information

1. Project Title: West Cliff Drive Path Paving Phase 2
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,000
5. Fiscal Year (FY) for which funds are claimed: FY 12 / 13
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article _____
7. Contact Person/Project Manager: Chris Schneider
Telephone Number: 420-5422 E-mail: cschneider@cityofsantacruz.com
Secondary Contact (in event primary not available): Josh Spangrud
Telephone Number: 420-5178 E-mail: jspangrud@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Paving and minor widening of multi-use path
9. Number of people to be served/anticipated number of users of project/program:
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
Lighthouse Field to Almar Avenue
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
Maintenance for bicyclists' and pedestrians' safety
12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Policy 1.1: ensure that adequate support is provided to maintain and operate existing transportation system
13. Measures of performance, success or completion to be used to evaluate project/program:
Traffic safety

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

15. Project Cost/Budget, including other funding sources, and Schedule: (complete "10a" OR "10b")

10a. Capital Projects

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)	NA	NA	JULY 13	NA	SEPT 13			
Total Cost/Phase	Ø	Ø	15,000	Ø	135,000			150,000
\$TDA requested								
Source 2:								
Source 3:								
Source 4:								

*Please describe what is included in "Other":

10b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	\$TDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

17. Proposed schedule of regular progress reports:

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	
B. Has this project previously received TDA funding?	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility,	

or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:

All Claims

- A letter of transmittal to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Resolution indicating TDA eligible claimants' roles and responsibilities and commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Article 3 & 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

\\Rtcserv1\shared\GRANTS\TDA\TDAClaimForm07bikeped.doc

12-6

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: Draft 2013 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly/Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC):

1. Provide input on the RTC's Draft 2013 State and Federal Legislative Programs (Attachments 1 & 2, respectively) and identify any additional legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2013.
-

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its analysis of the impacts of state and federal legislative or administrative actions transportation in Santa Cruz County. Working other transportation entities in the state and its legislative assistants, the RTC develops and implements the RTC legislative program, working with state representatives to communicate the RTC's analysis, and monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

Staff is in the process of developing the RTC's 2013 State and Federal Legislative Programs. The Preliminary Draft 2013 State and Federal Legislative Programs for the RTC are attached (Attachments 1 & 2, respectively). **Staff recommends that RTC's advisory committee members provide input on the RTC's legislative program and identify any additional issues the RTC should monitor or pursue in 2013.**

As transportation revenues continue to fall far below the needs of the multi-modal transportation system, the draft 2013 legislative program continues to focus on preserving funds designated for transportation and generating new, more stable revenue sources. Key issues in 2013 include implementation of MAP-21 at the state and federal level; development of the next federal transportation act; and efforts at the state level that could result in increased funding for transportation projects –including proposals for cap-and-trade revenues, possible new state transportation bond initiative and/or statewide vehicle license fee initiatives, and efforts to lower the voter threshold for local transportation ballot measures to 55%.

The RTC is scheduled to approve the Legislative Programs at the January RTC meeting.

SUMMARY

This report provides the initial Draft 2012 State and Federal Legislative Programs for review and comment. The RTC is scheduled to approve the documents in January 2012.



Attachment 1

Santa Cruz County
Regional Transportation Commission
DRAFT 2013 State Legislative Program

Underline=new items for 2013

FOCUS AREAS FOR 2013:

1. **Fund Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Transit projects
 - Local Street and Roadway Preservation
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
 - Support options to replace the loss of redevelopment funding, to support economic development and affordable housing consistent with sustainable communities strategies.
2. **Expand revenue-raising opportunities** and innovative financing options beyond the traditional gas tax.
 - **Support legislation to expand the authority of the RTC and local jurisdictions to increase taxes** and fees for transportation projects, including increased gas taxes, new vehicle registration fees, and increased Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees by \$1 for motorist aid programs. Ensure that authority to increase taxes and fees is not limited to federally-designated Metropolitan Planning Organizations (MPOs).
 - **Vote Threshold:** Support legislation that lowers the voter threshold for local transportation funding measures, such as local transportation sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
 - **Increase Transportation Funding:** Support increased funding for transportation projects, as highlighted in the statewide needs assessment reports.
3. **Address Air Quality/Climate Change:**
 - Support legislation to provide funding to reduce green house gas emissions, including funds to implement SB375 and AB32.
4. **Stabilize and Augment Transportation Funding:** Pursue policy and/or legislative changes to preserve, restore, and augment funding for all modes of transportation:
 - **MAP-21 Implementation:** Ensure state implementation of the Federal Transportation Act does not reduce funds available for Santa Cruz County projects.
 - **Stabilize Funding:** Support legislation and other efforts to increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Protect transportation funds, including HUTA funds, from diversion to the State General Fund.
 - **Cap-and-Trade:** Support legislation that ensures revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation projects that reduce pollution and greenhouse gas emissions.
 - Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions."
5. **Central Coast:** Raise awareness of Central Coast transportation corridors.

15-2

General Legislative Platform

- 1. Support New Transportation Funding.** Support countywide and statewide efforts to raise needed funds to maintain and enhance the transportation system, ensuring funds are distributed equitably statewide and not disproportionately distributed to large regions.
 - a)** Support legislation that lowers the voter threshold for local transportation funding measures, including local transportation sales tax ballot measures from the 2/3 supermajority to a simple majority, 55% or 60% majority vote. (***Focus area for 2013***)
 - b)** Increase and index state gas and fuel taxes and other sources of transportation revenues so that transportation revenues keep pace with inflation/increased cost. Dedicate revenues to transportation projects and programs.
 - c)** Support efforts to address and expand revenue-raising opportunities and innovative financing options beyond the traditional gas tax, especially in recognition of the fact that growth in vehicle miles traveled often exceeds growth in fuel consumption, as highlighted in the statewide needs assessment reports. May include new statewide initiatives for transportation bonds, vehicle license fees. (***Focus are for 2013***)
 - d)** Cap-and-Trade: Support legislation that ensures revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation projects that reduce pollution and greenhouse gas emissions. (***Focus area for 2013***)
 - e)** Support the development of a steady stream of new transportation funds dedicated to local road rehabilitation and maintenance, especially for roadways utilized by bicyclists.
 - f)** Support legislative efforts to expand the authority of the RTC and local jurisdictions to increase taxes and fees for transportation projects, including gas taxes and fees, vehicle registration fees, congestion pricing, and fees relating to the reduction of greenhouse gas emissions. (***Focus area for 2013***)
 - Seek amendment to SB 83 (2009) to ensure all regional transportation agencies, not just Congestion Management Agencies (CMA), are authorized to seek voter approval to increase vehicle registration fees to fund transportation programs and projects and seek amendments to increase the maximum fee amount from \$10 to \$100 per vehicle. (***Focus area for 2013***)
 - Support options to replace the loss of redevelopment funding, to support economic development and affordable housing consistent with sustainable communities strategies. (***Focus are for 2013***)
 - Support legislation that would allow the County of Santa Cruz to pursue a sales tax measure for transportation improvements in the unincorporated areas.
 - Ensure that any new regional tax or fee authorization is not restricted to federally-designated Metropolitan Planning Organizations or Congestion Management Agencies, but rather available to regional transportation planning agencies representing counties statewide.
 - g)** Work with local elected officials, local agencies and interest groups to address continuing gaps in funding for local transportation projects and pursue new local funding sources.
 - h)** Work to ensure that state transportation programs provide the maximum amount of revenues for the Santa Cruz County region. If special state funding programs are developed, support funding of projects in Santa Cruz County.
 - i)** Advocate that any new state revenues created for transportation support "bottoms-up" regional governance that respects local decision making authority, assures regional flexibility, and include safeguards to prevent diversion to the State General Fund.



2. Stabilize and Preserve Existing Transportation Funding and Formulas.

Preserve and protect against deferral, borrowing or taking of state funding designated for the transportation system. Retain and enhance California's funding formulas based on the increased costs to maintain and address deficiencies to the existing transportation system. Specifically:

- a) Support legislation and other efforts to ensure stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Could include increased per gallon excise tax or state sales tax on gasoline dedicated to transportation.
- b) Support early and timely sale of bonds for transportation, including allocation of Proposition 1B for projects in Santa Cruz County. Support extension of legislative deadlines previously established for bond programs to coincide with the state's bonding ability.
- c) Oppose proposals to shift transportation funds to non-transportation purposes and the State General Fund.
 - Protect existing highway and transit funds, including Highway Users Tax Revenue (gas tax), sales taxes for transportation, Public Transportation Account (PTA) revenues, against suspension, transfer or expenditure for non-transportation uses.
 - Support legislation that expedites repayment of transportation funds previously diverted to the State General Fund.
- d) Support State Budget Reform that will bring fiscal discipline and predictability to the state budget.
- e) Ensure that transportation planning funds are available to agencies throughout the year and are not withheld due to delays in enacting the state budget.
- f) Support the continuation of state transportation funding programs dedicated to projects such as transit, Safe Routes to Schools, Bicycle Transportation Account, paratransit and Freeway Service Patrol.
- g) STIP Modernization
 - Ensure State Transportation Improvement Program (STIP) funds are equitably programmed and allocated to regions, based on SB 45 (1998) formulas and regions' priorities, which may include local road rehabilitation and transit projects.
 - Ensure the State Budget and STIP Fund Estimate allow flexibility to fund all modes of projects in the STIP; increase flexibility for funding STIP projects.
 - Ensure that transit and bicycle/pedestrian projects remain eligible for regional STIP funds, even if the STIP does not include Public Transit Account and federal Transportation Alternatives Program funds, respectively.
- h) Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
- i) Support legislation that would trigger an increase in the state excise tax on gasoline, to replace the federal gas tax, in the event that the federal tax expires or is reduced.



3. Support Efforts that Improve Government Efficiency and Expedite Project Delivery.

- a) Support organizational reform efforts that streamline and otherwise improve transportation funding, programming or project delivery processes and eliminate unnecessarily and/or duplicative requirements.
- b) Support greater flexibility in contracting methods.

- c) Support initiatives that increase opportunities to trade federal funds for state funds, as currently exists for Santa Cruz County's share of Regional Surface Transportation Program (RSTP) funds.
- d) Grant preaward spending authority for transit projects, especially those funded by STIP.
- e) Support efforts to streamline Project Initiation Documents (PIDs) for projects on the State Route System in order to lower the overall cost of PID development. Oppose efforts to transfer the State costs of PID development and oversight to local entities that take the lead on highway projects. (***Focus area for 2013***)
- f) Oppose unfunded mandates on local and regional government.

4. Air Quality/Climate Change (***Focus area for 2013***)

- a) Support efforts to reduce the number of vehicle miles traveled and encourage smart-growth practices, which also preserve the authority and flexibility of local agencies. Ensure that the region's needs are incorporated in emerging climate change and sustainability programs, legislation, and regulations, including meeting the goals of AB 32 – the California Global Warming Solutions Act of 2006, and SB 375.
- b) Ensure adequate funding is made available to fulfill the requirements of AB 32 and SB 375, including funds for transit, bicycle, pedestrian, and other projects that reduce greenhouse gas emissions and resources to prepare plans in compliance with SB 375.

5. Specifics

a) Transit:

- Support efforts to restore, protect, and enhance funding for public transit, especially in light of AB32 and SB375 goals to reduce greenhouse gases (GHG).
- Support introduction and passage of legislation designed to preserve and enact additional sources of transit operating and capital assistance, including legislation aimed at reducing greenhouse gas emissions.
- Support funding programs that promote transit-oriented development and transit villages. Ensure that state-supported housing projects near transit facilities provide safe and convenient access for disabled persons to transit and are available to all regions.
- Support measures to allow the use of gas taxes for transit capital purposes, including purchase of rolling stock.
- Support expansion of passenger and freight rail on the Central Coast, including development and operation of the Coast Daylight Train and Transportation Agency for Monterey County's commuter train extension projects, increases in intercity rail operation funds, support use of HSR connectively funds for Coast Daylight
- Increase flexibility to use state transit funds on both operations and capital expenses.

b) Transportation for Seniors and People with Disabilities

- Support transportation programs that are beneficial to communities with limited means.
- Increase funding levels for elderly and disabled transportation, including operating and capital funds for ADA paratransit service and vehicles.
- Support continuation of a competitive process, rather than formula distribution, of FTA5310 funds.
- Support funding transportation to dialysis and other medically necessary appointments; support Medicaid funding for transit and paratransit and oppose reductions in Medi-Cal funding for transportation.
- Support funding to ensure universal access, including access for paratransit vehicles within new developments, fully accessible transit stops and safe



15-5

travel paths (accessible pedestrian facilities, including audible pedestrian signals), especially between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, and bus stops.

- Support measures that require Medi-Cal to provide adequate transportation assistance and funding to ensure the Adult Day Health Care (ADHC) population has access to Medi-Cal funded ADHC centers and services.

c) Bicycling & Walking

- Support legislative initiatives and modifications to the California Vehicle Code that would improve conditions for bicyclists and pedestrians, including safety and access.
 - Support legislation and local ordinances prohibiting parking in designated bicycle lanes, to allow law enforcement to ticket vehicles parked in bicycle lanes even if specific "no parking" signage is absent.
 - Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.
- Support increased funding for bicycle and pedestrian projects and programs, including education and awareness programs, the Bicycle Transportation Account, Safe Routes to Schools, Complete Streets programs, audible pedestrian signals, and programs that educate enforcement personnel regarding best practices.
- Support the inclusion and expansion of bicycle education programs (e.g. helmet laws, how to ride safely, etc.) in public and private schools, including high schools.
- Support Incentive Programs for bicycle and pedestrian commuters. Support efforts to extend the transportation fringe benefits in the state tax code to bicycle and pedestrian commuters.



d) Transportation Demand Management/Carpooling:

- Oppose measures to remove existing or restrict future High Occupancy Vehicle lanes.
- Support legislation to provide incentives for both employers and employees, to encourage use of alternatives to driving alone, such as state tax incentives.
- Support efforts to secure new funding for regional rideshare programs.
- Support programs that would provide incentives for students to use transit and support revision of state laws that restrict Community Colleges' ability to implement transportation fees for transit.

e) SAFE Callbox and Freeway Service Patrol

- Support proposals to increase state funding of Freeway Service Patrol programs.
- Support increased flexibility for compatible expenditures of SAFE funds.
- Support continuation of the \$1 SAFE vehicle registration fee and seek authorization to increase the fees by \$1.00 to fund Freeway Service Patrol and other motorist aid programs. (*Focus area for 2013*)

f) Safety

- Support legislative initiatives to improve safety for motorists, bicyclists and pedestrians.
 - Authorize local jurisdictions to reduce speed limits, based on what that jurisdiction determines is most appropriate for their facility.

6. Coordinate with Local, Regional and State Agencies and Organizations on legislative principles of mutual interest.



Santa Cruz County

Regional Transportation Commission

DRAFT 2013 Federal Legislative Program

Underline=new items proposed for 2013

1. MAP-21 Implementation(Focus Area for 2013)

- a)** Support implementation of MAP-21 in a manner which provides a fair share of federal funding for transportation projects within Santa Cruz County and does not restrict or direct funds to large regions at the expense of smaller regions.
- a)b)** **Appropriations:** Maximize federal transportation appropriations for MAP-21 programs. Partner with local, regional, statewide, and nationwide transportation agencies to ensure that Congress appropriates funding consistent with amounts authorized in MAP-21.
- c)** **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets.

2. Next Federal Transportation Act: (Focus Area for 2013)

Work with congressional representatives, local entities, regional agencies, the State of California and federal agencies to advance RTC's policy priorities in development of the next Federal Transportation Act. Priorities include:

- a)** Increase funding levels for all modes, as needed to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Provide sufficient funds to allow agencies in Santa Cruz County to replace crumbling infrastructure, minimize traffic congestion, reduce greenhouse gas emissions, improve safety, and expand travel options available to citizens and visitors. Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, sidewalks, and transit.
- b)** Support development of a formula funding program targeting greenhouse gas emissions and air quality. Could include changes to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program that expand eligibility to access funds allowing regions in attainment of air quality standards, including Santa Cruz County, to receive funds to reduce vehicle emissions in Santa Cruz County.
- c)** Ensure equitable distribution of funds to California and Santa Cruz County, which may include direct subventions to counties and Metropolitan Planning Organizations. Oppose proposals which restrict, redirect or otherwise disproportionately direct funds to large metropolitan areas or "megaregions" or National and Interstate Highways. Ensure that proposals for innovative financing, including infrastructure banks, do not result in diversion of funds from or negatively impact small regions.
- d)** Support extension of the Small Transit Intensive Cities Program (STIC).
- e)** Make the existing federal gas tax permanent and support development of new funding mechanisms for transportation to ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account. Given that current per-

gallon gasoline fees are insufficient to address transportation infrastructure needs, this may include increasing and indexing gas taxes and fees and collecting fees based on vehicle miles traveled.

- f) Streamline project delivery. Support regulations to streamline federal project delivery requirements and integrate planning, project development, review, permitting, and environmental processes to reduce project costs and delays.
- g) Provide procurement preference for building and paving materials that have a lower emissions footprint than conventional materials but demonstrate comparable performance.
- h) Preserve federal funding programs most commonly utilized in Santa Cruz County, such as the Regional Surface Transportation Program (RSTP), funds for bicycle and pedestrian projects, transit programs, Highway Safety program (HSIP), local on and off-system bridge projects and federal Planning (PL); or provide replacement programs that will continue to provide essential funding to Santa Cruz County projects at current levels.
- i) Include funding programs for rail line maintenance and rail goods movement that could be used to address needs on the Santa Cruz Branch Rail Line.
- j) Maintain the Metropolitan Planning Organization (MPO) urbanized area threshold at 50,000. Oppose efforts which phase out small MPOs.

3. Job Creation. Spending on improving our nation's infrastructure is particularly important at this time, given its decaying state and its ability to support an economic recovery through the movement of goods and people and the creation of jobs.

- a) Support efforts to boost the economy and create jobs through targeted, short term infrastructure spending proposals that supplement current spending levels.
- b) Oppose any reductions to key Department of Transportation programs in deficit reduction packages or annual appropriations.
- c) Prioritize funding for ongoing system maintenance, including transit operations.

4. Maximize Funding for Local Area Projects. Support increased revenues for transportation projects in the Santa Cruz County region. Oppose any efforts to reduce transportation funding to California or the region. Work with congressional representatives to obtain additional funding for Santa Cruz County highways, rail corridor, transit operations and capital projects, paratransit service, local streets and roads, transportation demand management, and pedestrian and bicycle facilities and programs.

- a) Seek federal funds for high priority projects in Santa Cruz County through the next federal transportation authorization, annual appropriations, stimulus, or other special funding bills or programs. Priority projects include (not shown in priority order):
 - Projects on Highway 1
 - Local road repair and sidewalk projects
 - Infrastructure improvements to the Santa Cruz Branch Rail Line
 - Intelligent Transportation System (ITS)/511 program
 - Santa Cruz Metropolitan Transit District's priority transit projects
 - Monterey Bay Sanctuary Scenic Trail (MBSST)
 - Watsonville/Pajaro Rail Station
- b) Promote inclusion of funding for transportation infrastructure and transit operations in any new national funding programs, including climate change, cap

and trade, economic stimulus/jobs bills, or infrastructure investment legislation. Ensure that those funds are available to deliver state, regional, and local projects. Ensure flexibility to use the funds to accelerate delivery of existing projects.

- c) Support timely annual allocations at the maximum levels allowed for programs authorized by the federal transportation act in order to meet growing transportation needs for local streets and roads, improving transit, relieving traffic congestion, encouraging alternative modes of transportation, and meeting increased paratransit demands. Allow for flexibility to use Federal Transit Administration urban and non-urban funds for both capital and operations.
- d) Oppose unfunded mandates on local and regional governments, in order to reduce project costs and maximize funding for infrastructure projects.

5. Air Quality and Climate Change:

- a) Support federal action on climate change and energy policy and ensure that any legislation to reduce greenhouse gas emissions be structured in such a way as to assist the region and the state in achieving greenhouse gas reduction and mobility goals, not dilute state efforts. Ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements.
- b) Support research and development of renewable energy sources that reduce the amount of emissions from the combustion of fossil fuels and support the development of more fuel efficient vehicles.
- c) Support a multi-pronged approach to addressing global warming, including carbon taxes or cap-and-trade systems and direct revenues to transportation and land use projects that reduce reliance on automobiles, including but not limited to public transit, bicycle and pedestrian facilities.

6. Support Improved Elderly and Disabled Transportation.

- a) Support increased funding for transportation services for seniors and people with disabilities, including those required by the Americans with Disabilities Act (ADA) and services beyond those required by ADA.
- b) Support federal rule changes to reimburse non-emergency medical transportation through Medicare as a less costly alternative to ambulances and provide funding for medical dialysis transportation.
- c) Require that all interstate transportation providers comply with Americans with Disabilities Act (ADA) provisions, including wheelchair accessibility requirements.



7. Support Simplification and Expansion of Incentive Programs for Bicycle, Pedestrian, Carpool, and Transit Commuters.

- In an effort to reduce congestion, pollution, wear and tear on roads, and vehicle miles traveled:
- a) Expand grant programs to decrease single-occupancy vehicle trips.
 - b) Expand and simplify transportation fringe benefits in the tax code (Commuter Choice Tax Benefit): permanently increase pre-tax transportation benefits for public transit and vanpooling to at least the level allowed for parking expenses and make it easier for commuters to access the benefits.

8. Freight and Passenger Rail

- a) Support funding and incentives that could be used for freight and passenger railroad maintenance, capacity expansion and safety improvement projects on the Santa Cruz Branch Rail Line.
- b) Support full funding for the combined Federal and State funding program for rail capital projects in which federal funds are used for 80% of the project's cost and state funds for the remaining 20%, as provided for highway capital projects.
- c) Support the ongoing extension of Section 45G Railroad Track Maintenance Credit that provides 50 percent tax credit to short line railroads conducting qualified railroad track maintenance.
- d) Support measures that will facilitate the shared use of tracks by passenger and freight rail.



- 9. Support Legislative and Administrative Proposals to Streamline the Process for Federally Funded Projects.** Support regulations to streamline federal project delivery requirements (including cooperative agreements, pre-award audits, disadvantaged business enterprise regulations and duplicative federal environmental review laws) while maintaining the substance of environmental laws, either through regulatory or statutory changes. Support provisions that better integrate state and federal environmental laws.

*Please contact us at 831-460-3200 with any questions
about the RTC Legislative Program.*

DEPARTMENT OF TRANSPORTATION
 DIVISION OF MASS TRANSPORTATION MS 39
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-6990
 FAX (916) 654-9366
 TTY 711
www.dot.ca.gov



*Flex your power!
 Be energy efficient!*

November 15, 2012

CALL FOR PROJECTS

FTA SECTION 5310 ELDERLY AND DISABLE SPECIALIZED TRANSIT FTA SECTION 5316 JOB ACCESS REVERSE COMMUTE (JARC) FTA SECTION 5317 NEW FREEDOM (NF)

The California Department of Transportation's (Caltrans), Division of Mass Transportation is pleased to announce a Call for Projects for Federal Fiscal Year 2012 utilizing remaining SAFETEA-LU funds.

5310 Program

- Estimated funding is \$13 million.
- 2012 Application and additional information are posted on our website:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Toll-free assistance line: 1-888-472-6816.
- Application due date to regional planning agency is *on or before* **March 11, 2013**.
- Application due date to Caltrans is *on or before* **May 13, 2013**.


5316 and 5317 Programs

- Estimated federal funding is \$1.88 million for JARC-Small Urban and JARC Non-Urban (Rural).
- Estimated federal funding of \$1.43 million for New Freedom-Small Urban and New Freedom Non-Urban (Rural).
- 2012 applications and additional information is available on the JARC (<http://www.dot.ca.gov/hq/MassTrans/5316.htm>) and NF (<http://www.dot.ca.gov/hq/MassTrans/5317.html>) websites.
- Agencies
have
had **h 29,**
2013. The MPOs and RTPAs in the MOU are providing the first level application review and scoring. The applications are due to Caltrans from the MPOs and RTPAs *on or before* April 19, 2013. (For a list of MPOs and RTPAs included in the MOU, please see the program websites.)
- Applications from non-MOU small urbanized areas and rural areas are due to Caltrans *on or before* **April 19, 2013**.

Call For Projects
Page 2

Fact sheets for all three programs are enclosed. This information is available in alternate formats by request. We look forward to working with you in this application cycle.

Sincerely,


MARK CODEY
Chief
Office of Federal Transit Grants

Enclosures: Program Fact Sheets

16-2