



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

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

**SPECIAL MEETING
AGENDA**

NOTE special date & time

1:00 pm, Tuesday, May 14, 2013

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

REGULAR AGENDA

5. Receive Complete Streets Assessment Project List to be discussed at June 11 E&D TAC meeting – RTC staff **(page 2)**
6. Revised Transportation Development Act Claim from Community Bridges – Community Bridges staff **(page 21)**
7. Adjourn

Next meeting time and location:

- **1:30 pm, June 11, 2013 @ the RTC Watsonville office** – Watsonville Civic Plaza Building, 275 Main St., Suite 450, Watsonville, 95076 (4th Floor)

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.

AGENDA: May 14, 2013

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Complete Streets Assessment – Draft Regional Transportation Plan Project List

NOTE: This item will be discussed at the June 11, 2013 Elderly and Disabled Transportation Advisory Committee Meeting, but is being provided to the Elderly and Disabled Transportation Advisory Committee one month in advance to allow sufficient time for review.

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee:

1. Review and provide input on the complete streets projects recommended for inclusion in the 2014 Santa Cruz County Regional Transportation Plan (RTP) project list ([Attachment 2](#)).
-

BACKGROUND

A complete streets analysis is part of the development of the 2014 Santa Cruz County Regional Transportation Plan and Association of Monterey Bay Area Governments (AMBAG) sustainable communities strategy. The complete streets analysis consists of both a needs assessment and development of complete streets guidelines. The goal of a complete streets needs assessment is to identify transportation improvements, particularly in areas identified for growth, which will provide safe mobility for all users including bicyclists, pedestrians, transit riders and motorists. Complete streets is also a key strategy for reducing greenhouse emissions and promoting healthier communities by encouraging active transportation. Complete street guidelines will be developed to identify strategies for transitioning auto-oriented streets into complete streets and to be utilized in the circulation elements of the local jurisdictions' general plans.

DISCUSSION

Complete Streets- Focus Areas

RTC staff evaluated complete streets transportation attributes in areas identified for increased density and diversity of land use as part of the sustainable communities

strategy planning effort underway by the Association of Monterey Bay Area Governments (AMBAG) in coordination with the Santa Cruz County Regional Transportation Commission (RTC). Regional Transportation Commission (RTC) staff primarily relied on the land use place types designated by AMBAG, in coordination with planning departments, when selecting focus areas for the complete streets assessment. The list of areas included in the complete streets assessment is included as [Attachment 1](#). The depth of analysis for each area corresponded to the level of detail available about future land-use. For instance, a less detailed analysis was completed for those areas where future land-use is currently being examined by the Santa Cruz County Planning Department as part of their transit corridors project. A more detailed analysis was completed for those areas with current general or local area plans.

Complete Streets- Project Criteria

Based on the complete streets assessment for each focus area and information available about future land use, RTC staff identified investments which provide enhanced bicycle, pedestrian and transit environments and serve all user groups, including less experienced bicyclists and pedestrians, and vulnerable users (children, youths, disabled persons and seniors). To achieve these, a focus was given to identifying opportunities to develop what are often referred to as low stress routes; to give greater emphasis to the quality, comfort and convenience of bicycle, pedestrian and transit facilities; and to support alternatives to driving for shorter trips. Complete streets projects recommended for inclusion in the RTP fall into one of the following categories: bicycle/pedestrian enhancement, pedestrian crossing, complete bike/pedestrian network, bike intersection improvements, new bike/ped connection, bike parking, neighborhood bike/ped streets, pedestrian places crosswalk frequency, commercial area bike/ped access, traffic calming, signal synchronization, HOV/transit priority, transit pullouts, way finding, and enhanced user perspective.

Complete Streets Projects- Draft RTP Project List

The complete streets project list shown in [Attachment 2](#), is a combination of projects already included in the Draft RTP project list ("Existing Projects"), projects for which RTC staff is recommending revisions to the project description to address complete streets project objectives ("Modified Projects") and projects not previously included ("New Projects") that emphasize bicycle, pedestrian and transit facilities in focus areas. The complete streets project list also recommends broader types of projects in areas where intensified use is reasonably expected to occur but where a detailed analysis was not completed as part of this effort. With inclusion of projects as shown in [Attachment 2](#), over 35% of the Draft RTP projects are considered complete street type projects.

Draft RTP Project List- RTP and Sustainable Communities Strategy (SCS) Scenario Planning

In order to determine which projects in the RTP and SCS will be on the constrained vs unconstrained list, a scenario planning process will be used. Scenarios will be analyzed for their ability to achieve the SB 375 greenhouse gas emission targets as well as the other RTP and MTP goals and performance measures. RTC and AMBAG

will be using sketch model tools, the regional travel demand model and post-processing tools for this analysis. Projects must be included in the Draft RTP project list in order for projects to be considered in the scenario planning effort.

As a result of the complete streets assessment and in preparation for the scenario planning effort to be conducted by AMBAG, **RTC staff is recommending that the Elderly and Disabled Transportation Advisory Committee review and provide input on new and modified complete streets projects for the Draft RTP project list (Attachment 2).**

Next Steps

Staff expects that the RTC will consider updating the Draft RTP project list to identify complete streets projects and include new projects in June. Meanwhile, AMBAG and RTC will be grouping projects into financially “constrained” packages that would be implemented under the scenario planning process that support development of the Regional Transportation Plan and Metropolitan Transportation Plan. RTC staff will provide more information to the Elderly and Disabled Transportation Advisory Committee about the scenario planning process at the June the Elderly and Disabled Transportation Advisory Committee meeting. The RTC is expected to consider the results of the initial scenario at the June Transportation Policy Workshop.

Developing the complete streets guidelines is the next phase in the complete streets initiative. The complete streets guidelines will provide information about how to implement complete streets projects and policies in the Monterey Bay Area. RTC staff will be working jointly with the Transportation Agency for Monterey County, the San Benito Council of Governments and the Association of Monterey Bay Area Governments. Input gained from surveys and the recent complete streets assessment will be considered in development of the guidelines. RTC staff is expected to return to the Elderly and Disabled Transportation Advisory Committee with an outline for the guidelines in June.

SUMMARY

The complete streets analysis is part of the development of the 2014 Santa Cruz County Regional Transportation Plan and Association of Monterey Bay Area Governments (AMBAG) sustainable communities strategy. The complete streets analysis consists of both a needs assessment and development of complete streets guidelines. RTC staff evaluated complete streets transportation attributes in areas identified for increased density and diversity of land use as part of the sustainable communities strategy planning effort underway by the Association of Monterey Bay Area Governments (AMBAG) in coordination with the Santa Cruz County Regional Transportation Commission (RTC). Based on the complete streets assessment, RTC staff identified investments which provide enhanced bicycle, pedestrian and transit environments and serve all user groups. RTC staff is recommending that the Elderly and Disabled Transportation Advisory Committee review and provide input on new and modified complete streets projects for the Draft RTP project list (Attachment 2).

Attachments:

1. Locations included in the Complete Streets Analysis
2. Complete Streets Projects for the RTP Draft Project List

s:\rtp\2014\staffreports\bike\bike1305\cs_results_tpp.docx

—

Areas Considered for Complete Street Needs Assessment

Completed	Area	Location Details	Context
	City of Capitola		
X	41st Area near Highway 1	Gross Road to Capitola Road and Rodeo Gulch to Wharf Road	Place Type- Growth
X	Bay and Porter Area	Robertson to Main and Highway 1 to Capitola Avenue	Place Type- Growth
X	Capitola Village	Wharf Road to Cliff Avenue and Park Avenue to Esplanade	Place Type- Growth
	City of Santa Cruz		
X	Ocean Street Corridor	Highway 17 to East Cliff	Place Type- Growth
X	Soquel Avenue/Water Street	Highway 1 and Broadway and Morrissey and Branciforte	Place Type- Growth
	Harvey West Area	San Lorenzo River to Dubois Street and Evergreen Street to Gold Club Drive	Key Destination
	Boardwalk/Wharf Area	Bay Street to San Lorenzo River and Pacific Street to Beach Street	Key Destination
	UCSC Connections	Bay Street, High Street, Western Street	Key Destination
	Downtown Santa Cruz	Riverside to Center	Place Type- Growth
	City of Scotts Valley		
X	Scotts Valley Drive/Mt. Hermon Road	Highway 17 and Hacienda Drive/ Kings Village/Blue Bonnet to Whispering Pines Drive	Place Type- Growth
	City of Watsonville		
X	Main Street	Freedom to Riverside and Union to Brennan	Place Type- Growth
X	Freedom Boulevard	Lincoln to Airport	Place Type- Growth
	Highway 1/Airport Drive	Pajaro High School Area to Ross	Key Destination
	County of Santa Cruz		
Partial	Upper 41st Avenue	Highway 1 to Soquel and S. Rodeo Gulch to 41st Avenue	Key Destination
	Capitola Road and 17th Avenue	El Dorado to Chanticleer and Rail Line to Capitola Avenue*	Place Type- Growth
X	Pleasure Point Area	Brommer to east Cliff and 30th Avenue to 41st Avenue*	Place Type- Growth
X	Soquel Drive- State Park Drive Area	Mar Vista to Spreckles and Rail Line to Soquel Drive*	Place Type- Growth
NA	Soquel Village	Robertson to Main and Soquel to Highway 1	Place Type- Growth
	Soquel Drive to Rodeo Gulch	Soquel Drive to Rodeo Gulch and Highway 1 to Paul Sweet Road	Corridor

* Opportunity site identified as part of development of Transit Corridors Plan for Santa Cruz County

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
41st area near Highway 1				
Existing	CAP-P16	City of Capitola	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.
Existing	CAP-P42	City of Capitola	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.
Modified	CAP-P43	City of Capitola	Clares St/41st Ave bicycle intersection improvement	Green Painted bike lanes and bike boxes and bike priority at Clares across 41st.
Modified	CAP-P44	City of Capitola	Gross/41st Ave bicycle intersection improvement	Green Painted bike lanes and bike box and bike priority signal from Gross E/B to 41st N/B.
Modified	CAP-P45	City of Capitola	38th Ave (Capitola Rd to City limit to south)-bike lanes/traffic calming	38th Ave - Add bike treatments (such as buffered and/or painted bike lanes, buffered bike lanes, traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.
Existing	CAP-P46	City of Capitola	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.
Existing	CAP-P47	City of Capitola	41st Ave (Soquel to Portola) crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft
Existing	CAP 11	City of Capitola	Clares Street Traffic Calming	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.
Existing	CAP-P48	City of Capitola	Capitola Mall (Capitola Rd to Clares) bike path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave
Modified	CO-P26a	County of Santa Cruz	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Capitola Village				
Existing	CAP 15	City of Capitola	Park Avenue Sidewalks	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.
Existing	CAP-P04b	City of Capitola	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola village along Stockton Ave, Esplanade, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.
Existing	CAP-P05	City of Capitola	Cliff Drive Improvements (combine with CAP 31 and 33)	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.
Existing	CAP-P40	City of Capitola	46th/47th Ave (Clares to Cliff Dr) bike facilities/traffic calming	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.

56

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CAP-P30	City of Capitola	47th Avenue Traffic Calming and Greenway (Could Combine with CAP-P40)	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to MBSST.
Existing	CAP-P34	City of Capitola	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.
Existing	CAP-P49	City of Capitola	41st Ave Signal Synchronization (Soquel to Brommer)	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.
Existing	CAP-P41	City of Capitola	Brommer/Soquel/Porter St bike lanes/traffic calming (Western City Limit on Brommer to 47th Ave)	Add bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.
Soquel Village & Bay/Porter Corridor				
Existing	CO-P16	County of Santa Cruz	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnouts, sidewalks, and rehabilitation and maintenance, drainage improvements and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.
Modified	CO-P62	County of Santa Cruz	Soquel Drive Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes), left turn lanes, intersection improvements and roadway rehabilitation
Modified	CO-P28g	County of Santa Cruz	Soquel-Wharf Rd Improvements (Robertson St to Porter St)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Modified	CO-P26r	County of Santa Cruz	Porter Street Improvements (Soquel Dr to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Existing	CAP-P08	City of Capitola	Bay Avenue/Capitola Avenue Improvements	Multimodal improvements to intersection. Roundabout

5-7

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CAP-P29	City of Capitola	Bay Avenue Traffic Calming and Bike/Ped Enhancements	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles.
Modified	CAP-P32	City of Capitola	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes) and transit access.
Seacliff/Racho Del Mar/Aptos Village				
Existing	CO 64	County of Santa Cruz	Aptos Village Plan Improvements	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades
Modified	CO-P20	County of Santa Cruz	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, signal at Seaside, and intersection improvements including pedestrian crossing improvements, bike treatments (such as bike boxes and bike priority). Fill gaps in bike and ped facilities. Plus, major rehabilitation and maintenance, drainage improvements, landscaping.
Existing	CO-P09	County of Santa Cruz	East Cliff	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.
Existing	CO-P27j	County of Santa Cruz	Seacliff Drive Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Modified	CO-P33f	County of Santa Cruz	Mar Vista Dr Improvements (entire length-just before Seacliff Dr to Soquel Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turn outs, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of road.
NEW	NA	County of Santa Cruz	Mar Vista to State Park Dr New Ped/Bike Connection	New bike/ped connection from Mar Vista to State Park (via Sailfish or Caterberry) to connect neighborhood to State Park goods, services and transit.
NEW	NA	County of Santa Cruz	Seacliff Dr/North Avenue Bike/Ped Connection to MBSST Center Ave/Seacliff Dr	New bike/ped connection from North Street to Aptos Village Square and Soquel Drive across MBSST to connect neighborhood to State Park goods, services and transit.
Existing	CO-P26h	County of Santa Cruz	Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
NEW	NA	County of Santa Cruz	Seaside Drive (Mar Vista to State Park) Bike Improvements	Install bicycle treatments (such as painted and/or buffered lanes)..

500

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	CO-P33g	County of Santa Cruz	McGregor Dr. Improvements (Capitola city limits to Seaside Rd)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
NEW	NA	County of Santa Cruz	Rancho Del Mar Shopping Center (Rail Line to State Park) bike/ped path	Separated bicycle facility through Rancho Del Mar Shopping Center to connect MBSST to goods and services in shopping center and State Park Drive.
Soquel Drive near Dominican Hospital				
Existing	CO-P26i	County of Santa Cruz	Chanticleer Ave. Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.
Existing	CO-P26p	County of Santa Cruz	Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Existing	CO-P28c	County of Santa Cruz	Commercial Way Improvements (Mission Dr. to Soquel Dr.)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Existing	CO-P27l	County of Santa Cruz	Winkle Ave Improvements (entire length from Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.
Existing	CO-P28h	County of Santa Cruz	Thurber Ln Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Existing	SC-P21	City of Santa Cruz	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.
Lower 41st Area				
Modified	CO-P27a	County of Santa Cruz	37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike lanes, transit turnouts, left turn pockets, and intersection improvement.
Modified	CO-P31a	County of Santa Cruz	26th Ave Improvements (Portola to East Cliff)	Roadway and roadside improvements including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CO-P31j	County of Santa Cruz	Roland Dr. (30th to 35th) Roadway improvements and greenway	Roadway and roadside improvements and <u>implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to new bike/ped connection to 41st. on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.</u>
NEW	NA	County of Santa Cruz	35th to 41st (at Roland Way) New Ped/Bike Connection	New bike/ped connection between 34th and 41st Avenue at Roland Street to connect upper Pleasure Point neighborhood to goods and services near Lower 41st Avenue.
NEW	NA	County of Santa Cruz	East Cliff (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.
NEW	NA	County of Santa Cruz	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.
NEW	NA	County of Santa Cruz	41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	<u>Install buffered sidewalks on south side of 41st Avenue between Portola and Eastcliff and bicycle treatments (such as buffered or painted bike lanes) on 41st Avenue between Portola and Eastcliff.</u>
NEW	NA	County of Santa Cruz	Portola Ave (26th to 41st) Bike/Ped Enhancement	Install pedestrian buffer and provide pedestrian amenities such as benches. Install bicycle treatments (such as buffered and/or painted bike lanes). Increase number of pedestrian crossings to closer to 300 ft and include pedestrian islands.
Modified	CO-P31g	County of Santa Cruz	Opal Cliffs Bicycle and Pedestrian Facilities	<u>Roadway, roadside and intersection improvements including sidewalks, bicycle treatments (painted and/or buffered lanes), designed to accommodate the number of users and link to East Cliff Drive, transit turnouts, left turn pockets, merge lanes.</u>
NEW	NA	County of Santa Cruz	Brommer and Portola Bike/Ped Connection (atThompson and Vanessa Ln)	New bike/ped connection between Thompson and Vanessa Lane across rail line as alternative route to 30th for low stress bicycle riders.
Modified	CO-P33h	County of Santa Cruz	Thompson Ave. Improvements (entire length-Capitola Rd to end)	Roadway and roadside improvements including major rehabilitation and maintenance of road and include implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to MBSST.
17th & Brommer				

5-10

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description / Scope
Modified	CO-P67	County of Santa Cruz	El Dorado Ave Road Improvements (Capitola Rd to RR)	Roadway and roadside improvements including curb, gutter, <u>buffered sidewalk</u> , bike treatments (such as <u>buffered or painted bike lanes</u>), left turn lanes, intersection improvements and roadway rehabilitation.
Ocean Street Corridor				
NEW	NA	City of Santa Cruz	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Falker, Kennan, Blain, Barson Streets)	Pedestrian facilities and bicycle treatments (such as buffered and/or painted lanes) to connect Ocean Street with San Lorenzo River Levee.
NEW	NA	City of Santa Cruz	Clay Street (Broadway to Barson) greenway	Implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes).
NEW	NA	City of Santa Cruz	Broadway to Soquel (at Clay Street) new bike/ped connection	New bike/ped connection between Broadway and Soquel at Clay Street as an alternate route to Ocean Street to connect lower Ocean neighborhood to goods, services and transit near Ocean/Soquel. Include new uncontrolled crossing from Clay St to new bike/ped crossing.
NEW	NA	City of Santa Cruz	Ocean St (Hwy 17 to Soquel Avenue) Tourist Transit Lane	During summer months, restrict parking to develop business access and transit (BAT) lane to serve tourism.
NEW	NA	City of Santa Cruz	Ocean St (at washburn and Leonard Streets) Bike/Ped Crossing	New bike/ped crossing and way finding near washburn and Leonard streets to facilitate access from neighborhood east of Ocean to San Lorenzo River Levee Path and way finding.
NEW	NA	City of Santa Cruz	Soquel/Branciforte/Water (San Lorenzo River to Branciforte) bike lane treatments	Install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency and parking conflicts between bicyclists and vehicles.
NEW	NA	City of Santa Cruz	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.
Existing	SC 46	City of Santa Cruz	Branciforte Creek Bike/Ped Crossing	Install a Class I bicycle/pedestrian bridge over Branciforte Creek in the vicinity of San Lorenzo Park and Soquel Ave.
Existing	SC-P95	City of Santa Cruz	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee- Market-May Streets area.
Downtown Watsonville				
NEW	NA	City of Watsonville	Main St (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as painted and/or buffered) and bike boxes and bicycle priority at intersections on Main Street intersections.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEW	NA	City of Watsonville	Downtown Watsonville Universal Streets	Evaluate and if feasible, implement universal streets, which are designed for pedestrians and restrict vehicular access, which facilitate new ped access.
Modified	WAT-P40	City of Watsonville	Main St Modifications (500 Block: Fifth St to East Lake Ave)	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as painted and/or buffered bike lanes), and buffered sidewalk.
Existing	WAT-P41	City of Watsonville	West Lake Ave Modifications (Main St to Rodriguez St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping
Existing	WAT-P49	City of Watsonville	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if feasible, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.
Existing	WAT-P50	City of Watsonville	5th St (Lincoln to Walker) - traffic calming and Greenway	Evaluate and if feasible, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.
Existing	WAT-P39	City of Watsonville	East Fifth St (Main St to Lincoln St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping
Existing	WAT-P51	City of Watsonville	Rodriguez St (Main St to Riverside)- buffered bike lane	Evaluate and if feasible, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic
Existing	WAT-P52	City of Watsonville	Union/Brennan (Freedom to Riverside) - sharrow	Evaluate and if feasible, add sharrow to Union/Brennan.
Existing	WAT-P53	City of Watsonville	Kearney/Rodriguez - ped crossing	Evaluate and if feasible, add traffic calming to existing pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.
Existing	WAT-P54	City of Watsonville	Main St - 3 HAWK signals	Evaluate and if feasible, add Hawk signals in 3 locations on Main St
Existing	WAT-P55	City of Watsonville	Main/Rodriguez/Union/Brennan (Freedom to Riverside) - crosswalks	Evaluate and if feasible, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.
Modified	WAT-P47	City of Watsonville	Main St Modifications (City Limit to Lake Ave)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments such as buffered or painted bike lanes and buffered sidewalks.
Existing	WAT-P57	City of Watsonville	East Lake/Madison - ped crossing	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.
Freedom Corridor				
NEW	NA	City of Watsonville	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection between from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.

5-12

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEW	NA	City of Watsonville	Freedom Blvd (Green Valley Rd to Lincoln) Bicycle and Pedestrian Improvements	Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
Modified	WAT-39	City of Watsonville	Freedom Blvd Reconstruction (Alta Vista to Broadis)	Full depth rehab (reuse existing materials), relocate utilities, traffic signal detection upgrades/install traffic cameras, concrete pads at bus stop, signage and striping, including sharrows for bikes , ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidewalk; modification to retaining wall between Crewtview and Alta Vista. Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
Modified	WAT-P11	City of Watsonville	Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
Modified	WAT-P33	City of Watsonville	Freedom Blvd Reconstruction (Davis to Alta Vista)	Reconstruct roadway, pedestrian and bicycle facilities. Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
Modified	WAT-P45	City of Watsonville	Green Valley (Freedom to City Limits)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb gutter, sidewalk and curb ramps; replace and upgrade striping. Evaluate and if feasible, including pedestrian buffer and bike treatments (such as painted and/or buffered lanes).
NEW		City of Watsonville	Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street.
NEW		City of Watsonville	Pajaro Lane to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, new bikeway connection between from Pajaro Lane to Freedom Blvd between to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.

5-13

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEW		City of Watsonville	Freedom to Green Valley (at Hillside Avenue, Davis Avenue, Blanca Lane, Clifford Avenue, Mariposa Avenue, Crestview Drive, Martinelli Street, Marin Street) Neighborhood Bicycle and Pedestrian Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect neighborhoods to goods and services on Freedom Boulevard.
Soquel/Water/Morrissey				
Existing	SC-P106	City of Santa Cruz	Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail
Existing	SC-P117	City of Santa Cruz	Water St (at Branciforte and Center) signal synchronization	Synchronize signals on Water to include Branciforte and Center to existing synchronized signals.
Existing	SC-P119	City of Santa Cruz	Soquel/Water (Branciforte to Morrissey) crosswalks	Evaluate and if found necessary implement additional crosswalks on Soquel/Water starting for 300 ft distance between crosswalks with consideration for safety, update crosswalks to more visible pattern (block).
Existing	SC-P22	City of Santa Cruz	Chestnut St. Pathway	Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.
Existing	SC-P29	City of Santa Cruz	Morrissey Blvd. Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.
Existing	SC-P47	City of Santa Cruz	Chestnut Street Bike Lanes	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.
Modified	SC-P66	City of Santa Cruz	Ocean Street Widening from Soquel to East Cliff	Implement this section of the adopted Ocean Street Plan that includes utility undergrounding, bike lanes, sidewalks, street lights, street trees, way finding, and left-turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. Add bulb outs, and pedestrian buffer, pedestrian islands, and bike boxes and bike priority at major intersections.
Modified	SC-P84	City of Santa Cruz	Ocean St Streetscape and Intersection, Water to Soquel	Implement this phase of the Ocean Street plan adding turn lanes and through lanes, wider sidewalks, bulb outs, pedestrian buffer, pedestrian islands, street trees, street lighting, medians improvements, way finding, bicycle treatments (such as buffered and/or painted bike lanes), bike boxes, and bike priority at major intersections.

5-14

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	SC-P86	City of Santa Cruz	Ocean St Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, bulb outs, add pedestrian buffer, pedestrian islands, bicycle treatments (such as buffered and/or painted bike lanes), and bike boxes, and bike priority at major intersections, street trees, street lighting, medians improvements,
Modified	SC-P87	City of Santa Cruz	Soquel Ave Corridor Widening (Branciforte-Morrissey)	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to add a lane for HOV and transit and maintain parking and bike lanes. Replacing the split phasing with protected left-turns at Branciforte.
Scotts Valley Mt. Hermon Road/Scotts Valley Drive				
Existing	SV-P30A	City of Scotts Valley	Mt. Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.
Existing	SV-P32	City of Scotts Valley	Bluebonnet Lane Bike Lanes	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).
Existing	SV-P33	City of Scotts Valley	Civic Center Drive Bike Lanes	Add bike la bike lanes to narrow road.
Existing	SV-P39	City of Scotts Valley	Glenwood Dr. Bike Lanes	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.
Existing	SV-P40	City of Scotts Valley	Lockwood Lane Sidewalk and Bike Lanes	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.
Existing	SV-P45	City of Scotts Valley	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.
Existing	SV-P46	City of Scotts Valley	Mt Hermon/King's Village Rd- Transit Signal priority	Transit signal priority at Kings Village Rd/Mt Hermon Rd.
Existing	SV-P47	City of Scotts Valley	Mt Hermon/Scotts Valley - transit queue jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.
Existing	SV-P49	City of Scotts Valley	Mt Hermon Rd and Scotts Valley Drive - crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (par
Existing	SV-P50	City of Scotts Valley	Mt Hermon/Scotts Valley - intersection improvements for bicycle treatment	Add green lane bicycle treatments at Mt Hermon/Scotts Valley Dr intersection
Existing	SV-P52	City of Scotts Valley	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit
New	NA	City of Scotts Valley	Mt Hermon Rd to El Rancho Drive bike/ped connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Citywide				
Existing	WAT-P56	City of Watonville	Watsonville-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.
Existing	SV-P48	City of Scotts Valley	Scotts Valley-wide - greenway signage	Add signage for neighborhood greenways
Existing	SV-P28	City of Scotts Valley	Neighborhood Traffic Calming	Citywide traffic calming devices.
Existing	WAT-P13	City of Watsonville	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).
Existing	WAT-P04	City of Watsonville	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).
Existing	CAP-P50	City of Capitola	Capitola-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.
Countywide				
NEW	NA	VAR	Complete Streets Area Plan	Complete street circulation and design plans, including consideration of greenways, for areas identified for intensified development in Sustainable Communities Strategy.
NEW	NA	VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.
NEW	NA	VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.
NEW	NA	VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.
NEW	NA	VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bicycle lanes, bike boxes and bicycle detection at major intersections
NEW	NA	VAR	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments and (painted and/or buffered), and bike boxes and bicycle priority at intersections in areas identified for more intensified development in Sustainable Communities Strategy.
Existing	RTC 16	SCCRTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are
NEW	NA	VAR	HAWK Signals	Recipients are responsible for installation and maintenance of the equipment. Install HAWK Signals and uncontrolled crossings

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEW		VAR	Transit Priority School Complete Streets Projects	Install transit ques at major intersections
NEW	NA	VAR		Implement ped/bike programs and facilities near schools.
Existing	RTC 02	SCCRTC	Commuter Solutions Rideshare Program	Transportation demand management outreach, education and incentives. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$250k.
Existing	RTC-P53	SCCRTC	TDM Individualized employer/multiunit housing program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.
Existing	RTC-27a	SCCRTC	Monterey Bay Sanctuary Science Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations.
NEW	NA	SCCRTC	Transportation Demand Management Ordinance and User Guide	Develop model TDM Ordinance and User Guide to include provisions for both residential and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.
NEW	NA	SCCRTC	Shared Parking Program	Develop tools to allow adjacent property owners to develop and share parking facilities.
NEW	NA	SCCRTC	Real-Time Transit Info	Develop distribution channel for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.
Transit				
Existing	MTD-P06	METRO	Transit Technological Improvements	Automatic vehicle locator system on all Metro buses. Real time bus arrival/departure displays at stops. IT software and hardware upgrades for scheduling, customer service, planning systems. Development of mobile application to communicate real time transit information to transit riders. Upgrades every 5 years.
Existing	MTD-P09	METRO	Bus Stop Upgrades	Install, replace, repair and otherwise improve bus shelters and stops.
Existing	MTD-P10	METRO	Local Transit - Continuation of Existing Service Levels 2010-2035	Operation & maintenance cost of existing local fixed route bus service (Based on 2010 budget-\$34M/year). \$850,000
Existing	MTD-P10B	METRO	Hwy 17 Express Service - Cont. of Existing Service Levels	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M. \$60,000
Existing	MTD-P12	METRO	Hwy 17 Express Service Expansion	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr., 4500

5-17

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	MTD-P14	METRO	Local Transit Service Restoration and Expansion	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement)
Existing	MTD-P20	METRO	Bikes on Buses Expansion	Add additional space for bikes on buses when/if new technology becomes available.
Existing	MTD-P21	METRO	Signal Priority/Pre-emption for Buses MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.
Existing	MTD-P23	METRO	Bike Station at Capitola Mall	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mail, UCSC, MTD project.
Existing	MTD-P27	METRO	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years \$6,000
NEW	NA	METRO	Pacific Station- Bike Station	Establish bike station at Pacific Station.

Hwy Interchanges

Modified	RTC 24a	SCCRTC	Hwy 1 Reconstruct Interchanges and Install Ramp Metering	This project involves interchange modifications including reconfiguration of ramps and local streets to allow ramp meters to be installed and operated along the 9+ mile corridor from Aptos to Santa Cruz. Reconstruction of crossing structures will be of sufficient size to allow <u>enhanced pedestrian sidewalks</u> and <u>bike treatments</u> (such as <u>buffered</u> or <u>painted facilities</u>) in each direction, and potential HOV Lanes in the future. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Existing	RTC 24f	SCCRTC	Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes extending the freeway on-ramp to connect with the next freeway off-ramp in both NB & SB directions and construct a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave.
Modified	RTC 24h	SCCRTC	Hwy 1/Morrissey Interchange	Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as <u>buffered</u> or <u>painted facilities</u>) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and accommodate ramp metering and <u>controlled signals</u> at on and off ramps, where <u>feasible</u> , and potential HOV lanes in the future. Moderate ROW acquisition and residential relocations. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).

5-18

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	RTC 24i	SCORTC	Hwy 1/Soquel Avenue Interchange	Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and accommodate ramp metering, controlled signals at on and off ramps, where feasible, and potential HOV lanes in the future. Extensive ROW acquisition, commercial relocations and mitigate impact to natural resources. Could be a stand alone project (\$74.5M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Modified	RTC 24j	SCORTC	Hwy 1 Bay/Porter and 41st Avenue Interchange	Reconstruct this section of the highway to operate as a single interchange with a frontage road connecting the Bay/Porter and 41st Ave intersections to better serve local traffic and provide bike lanes and sidewalks. Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing. Arterial crossings of the highway, ramps, and local road sections will be designed to accommodate ramp metering, controlled signals at on and off ramps, where feasible, and potential HOV lanes in the future. Extensive ROW acquisition, commercial relocation, and mitigate impact to natural resources. Could be a stand alone project (\$117M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Existing	RTC 30	SCORTC	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.
Modified	RTC-24a	SCORTC	Highway 1 Reconstruct Interchanges and Install Ramp Metering	This project involves interchange modifications including reconfiguration of ramps and local streets to allow ramp meters to be installed, controlled signals at on and off ramps, where feasible, and operated along the 9+ mile corridor from Aptos to Santa Cruz. Reconstruction of crossing structures will be of sufficient size to allow enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) in each direction, and potential HOV Lanes in the future. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).

5-19



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003

P. 831.688.8840 F. 831.688.8302

www.communitybridges.org



The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

May 1, 2013

Ms. Karena Pushnik, Sr. Transportation Planner
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Dear Ms. Pushnik:

Thank you for receiving our attached revised TDA claim for 2013-2014. Please notice we have made the following changes in response to the recommendations made by the Elderly & Disabled Transportation Advisory Committee (E&DTAC):

1. Increased TDA funds allocated to Medical rides by \$33,763;
2. Decreased TDA funds allocation to Elderday by (\$33,725).

By making these adjustments to our Exhibit C-2 Operation Plan over our original TDA claim dated March 18, projected service levels will be affected as follows:

1. TDA-funded Medical rides will increase by 733;
2. TDA-funded Elderday rides will decrease by (1,573).

Note this TDA claim represents a 44% increase in TDA ride service levels than we committed to providing in 2012-13—providing over 10,000 more TDA rides—while our funding request increase is 13%. Overall services are up by 33%, or over 20,000 rides, as we'll be providing 82,778 rides over last year's 62,378 rides.

Where we have seen much of this growth is in our Same Day and Out of County ride programs, which Lift Line initiated last year through Caltrans 5317 funding. These new services address Unmet Needs numbers 14 and 16 of the 2012 revised Unmet Needs List of the Regional Transportation Plan Goals and Targets, and we have allocated \$245,000 in funding to match these TDA-eligible ride types.

I am also attaching a copy of today's news article about Community Bridges' acquisition of the Elderday program, highlighting the variety of vital medical services provided to Elderday's elderly and disabled participants every day. Transportation for Elderday participants meets Unmet Need number 12.

Note we are also attaching two versions requested of Exhibit A Program Budget. Please contact me if additional information is needed to forward our claim.

Thank you,

Sam Storey
Chief Executive Officer

6-1

OPERATION PLAN SERVICE OF UNITS
EXHIBIT C - 2
2013 / 2014
Rev 5/1/13

TABLE 1 - TDA PROPOSED SERVICE UNITS							TOTAL
	TAXI SCRIP	MEDICAL TDA	MEALS ON WHEELS	ELDERDAY	WINTER SHELTER PROGRAM	TOTAL UNITS	TOTAL
FUNDS ALLOCATED	\$51,152	\$197,558	\$92,898	\$233,310	\$24,825		\$599,743
OPERATING COST	\$13.03	\$32.93	\$7.39	\$16.04	\$2.44		
A. PROGRAM MANAGEMENT I.e., Mgmt Personnel: Director/Fleet Mgr, Admin. Asst, Info. Mgr, Rent, Liability Insur., Phone, Supplies, etc	\$5.20	\$6.42	\$1.94	\$3.04	\$0.43		
B. ADMINISTRATION 14.5% of total cost per unit.	\$3.09	\$6.87	\$1.60	\$2.36	\$0.48		
TOTAL COST PER SERVICE UNIT	\$21.31	\$48.02	\$10.93	\$21.44	\$3.36		
13/14 PROJECTED TDA UNITS OF SERVICE	2,400	4,293	8,500	10,882	7,398	33,473	
EQUIPMENT PURCHASE MATCH							\$0
TOTAL TDA CLAIM REQUEST							\$599,743

6-2

OPERATION PLAN SERVICE OF UNITS
EXHIBIT C - 2
2013 / 2014
Rev 5/1/13

NON-TDA SUPPORTED

TABLE 2 - OTHER CTSA SERVICE UNITS									
	OOCS/Service Day Section 5317	Meals on Wheels	Elderday Services	Winter Shelter	MSSP	Other Funding	Total Units	Total	
Funds Allocated	\$245,000	\$68,272	\$363,242	\$46,150	\$53,900	\$35,035		\$811,599	
Revenue per Service Unit	\$40.94	\$10.93	\$21.44	\$3.36	\$16.99	\$10.83			
13/14 Projection Units of Service	5,985	6,247	16,942	13,753	3,172	3,206	42,927		
Other Income								\$	101,525
Total Operating Income									\$913,124
FTA Section 5310									134,730
TDA Claim									599,743
Grand Total									\$1,647,599

ROLLUP OF ALL RIDES

TABLE 3 - ALL SERVICE UNITS TOTALED (Total tables 1 and 2, units of service, to equal table 3 totals)									
	OOCS/Service Day Section 5317	Taxi Scrip	Medical TDA	Meals on Wheels	Elderday	Winter Shelter	MSSP Taxi Scrip	Other Funding	Total Units
2013-2014 Ride Projections	5,985	2,400	4,293	14,747	27,824	21,151	3,172	3,206	82,779

6-3

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 1 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	TDA & MATCH 2013-14 BUDGET*	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	TDA & MATCH 2012-13 BUDGET	CTSA 2012-13 BUDGET
PERSONNEL:						
SALARIES & WAGES	205,638	539,616	571,505	174,331	508,130	544,740
FRINGE BENEFITS: UNEMPLOYMENT	2,365	6,206	6,572	2,353	5,843	6,265
WORKERS COMP	17,376	45,651	48,348	9,885	42,937	39,458
HEALTH INSUR.	60,951	159,942	166,764	61,619	141,996	143,229
FICA	15,731	41,281	43,720	13,336	38,872	41,650
401K PLAN	884	2,320	2,454	1,325	2,388	2,445
TOTAL PERSONNEL COSTS:	302,946	795,016	839,363	262,848	740,167	777,787
SERVICES & SUPPLIES:						
OPERATING:						
VEHICLE OPERATIONS-GAS	50,750	129,004	137,949	50,000	125,346	135,443
VEHICLE LICENSES	1,000	4,570	4,887	542	4,456	4,815
VEHICLE MAINTENANCE	10,315	30,287	32,387	6,222	29,520	31,898
VEHICLE INSURANCE	23,514	77,905	77,960	23,166	62,640	64,985
COMMUNICATIONS-RADIO	8,761	9,527	10,188	5,676	7,648	8,264
TOTAL VEH. OPERATING COSTS:	94,339	251,293	263,371	85,605	229,610	245,405
OTHER OPERATING & ADMINISTRATION COSTS:						
PROFESSIONAL SERVICES	901	2,549	2,726	888	13,818	14,931
JANITORIAL SERVICES/SUPPLIES	531	1,843	1,971	523	1,797	1,942
FUNDRAISING COMM RELATIONS	0	0	900	0	0	900
PUBLICITY/MEDIA	0	0	0	0	0	195
SPECIAL EVENTS	0	0	542	0	0	534
STAFF TRAVEL	500	500	500	500	463	500
MINOR EQUIPMENT	500	500	500	215	662	715
EQUIPMENT MAINT & REPAIR-MENTOR	24,683	24,683	24,683	24,318	22,505	24,318
OFFICE SUPPLIES	740	1,139	1,218	300	1,111	1,200
PROGRAM SUPPLIES	571	1,368	1,463	563	1,334	1,441
VEHICLE MAINT SUPPLIES	406	935	1,000	400	1,157	1,250
COMPUTER SUPPLIES/RELATED	187	860	920	184	776	838
POSTAGE	552	1,009	1,079	544	984	1,063
SPACE RENTAL	15,174	43,864	46,905	14,950	42,214	45,614
UTILITIES	2,624	5,205	5,566	2,585	5,066	5,474
SPACE MAINTENANCE	248	1,258	1,345	244	1,226	1,325
TELEPHONE	1,947	4,709	5,035	1,918	4,598	4,968
MISCELLANEOUS FEES	438	2,195	2,347	431	2,140	2,312
STAFF TRAINING	1,200	1,122	1,200	60	925	1,000
INSURANCE-GEN'L LIABILITY & FIDELITY	1,745	2,454	2,624	2,585	2,392	2,585
MEMBERSHIPS/SUBSCRIPTIONS	420	420	420	450	451	451
PRINTING & COPYING	53	1,286	1,375	53	1,254	1,355
ADVERTISING	0	234	250	0	231	250
SUBSIDIZED TAXI - ELDERDAY RIDES	16,285	16,285	16,285	14,416	14,416	17,540
SUBSIDIZED TAXI - MOW RIDES	1,069	1,069	1,069	981	981	981
SUBSIDIZED TAXI - LL RIDES	18,364	18,364	18,364	20,962	20,962	20,962
SUBSIDIZED TAXI - SCRIP	26,357	26,357	26,357	26,068	26,068	26,068
MSSP SERVICE EXPENSE	0	0	28,977	0	0	27,865
EQUIP/FINANCING-non 5310	0	0	0	0	0	3,460
DEPREC-GROUPWISE UPGRADE	0	0	0	0	0	144
TRANSF TO EQUIP RESERVE	0	0	0	0	0	0
TRANSF FROM EQUIP RESERVE	0	0	0	0	0	0
MAJOR EQUIPMENT 5310	0	134,720	134,720	0	68,500	68,500
AGENCY OVERHEAD	86,963	199,526	214,524	78,451	187,789	201,982
TOTAL ADMINISTRATION COSTS:	202,457	494,454	544,864	192,589	423,818	482,663
TOTAL EXPENDITURES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855
TOTAL REVENUES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855
NET GAIN (LOSS)	0	0	0	(0)	(0)	0

Note: TDA & Match Budget Expense amounts equal 93.5% of overall CTSA budget,
as 93.5% of CTSA revenues contribute to TDA-eligible ride types.

6-4

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 2 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	TDA & MATCH 2013-14 BUDGET	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	TDA & MATCH 2012-13 BUDGET	CTSA 2012-13 BUDGET
REVENUE:						
TDA	599,743	599,743	599,743	541,042	541,042	541,042
CITY OF SANTA CRUZ		15,000	15,000		15,000	15,000
CITY OF CAPITOLA		44,730	44,730		44,730	44,730
CITY OF SCOTTS VALLEY		2,825	2,825		2,825	2,825
CITY OF WATSONVILLE		2,224	2,224		2,224	2,224
COUNTY OF SANTA CRUZ		8,939	8,939		8,521	8,521
AREA AGENCY ON AGING-TITLE IIIB		39,284	39,284		39,284	39,284
FTA SECTION 5310		134,720	134,720		68,500	68,500
FTA SECTION 5317-OOC+Same Day Svc		245,000	245,000		169,671	184,341
MONTEREY PENIN FDN		0	26,000		0	26,000
DOMINICAN HOSPITAL		0	196		0	196
MEDI-CAL (CCAH)		0	11,813		0	10,198
OUTSIDE CONTRACTS		0	6,543		0	11,543
OUTSIDE CONTRACTS- ISSP		46,150	46,150		39,650	39,650
OUTSIDE CONTRACT - ELDERDAY		363,242	363,242		375,250	407,639
SCRIP - CLIENT TAXI PMTS		8,906	8,906		8,431	8,431
SCRIP - MSSP		0	53,900		48,467	48,467
MOW INTER-PROGRAM CHARGES		30,000	30,000		30,000	30,000
INTEREST INCOME		0	0		0	0
FUNDRAISING		0	975		0	975
DONATIONS		0	4,909		0	4,675
PROGRAM INCOME - OTHER		0	0		0	0
VEHICLE INTER-PROGRAM		0	2,500		0	2,500
INTERPROG-OUTSIDE CONTRACTS		0	0		0	0
VEHICLE SALES		0	0		0	5,000
IN-KIND REVENUE-VOLUNTEERS		0	0		0	4,245
BAD DEBT ALLOWANCE		0	0		0	(131)
TOTAL REVENUES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855

6-5

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 3 of 3

OPERATING FUND SOURCES	CTSA FINAL FY 11-12	CTSA BUDGET FY 12-13	CTSA BUDGET FY 13-14
TDA	515,295	541,042	599,743
CITY OF SANTA CRUZ	15,000	15,000	15,000
CITY OF CAPITOLA	44,800	44,730	44,730
CITY OF SCOTTS VALLEY	2,825	2,825	2,825
CITY OF WATSONVILLE	2,224	2,224	2,224
COUNTY OF SANTA CRUZ	8,521	8,521	8,939
AREA AGENCY ON AGING-TITLE IIIB	39,429	39,284	39,284
FTA SECTION 5317	71,358	184,341	245,000
MONTEREY PENIN FDN	26,000	26,000	26,000
DOMINICAN HOSPITAL	228	196	196
MEDI-CAL (CCAH)	11,889	10,198	11,813
OUTSIDE CONTRACTS	97,551	11,543	6,543
OUTSIDE CONTRACT - ISSP	46,150	39,650	46,150
OUTSIDE CONTRACT - ELDERDAY	393,042	407,639	363,242
TAXI SCRIP SALES	6,863	8,431	8,906
MSSP SCRIP	35,640	48,467	53,900
MOW INTERPROGRAM CHGS.	30,000	30,000	30,000
INTEREST INCOME	0	0	0
FUNDRAISING	1,000	975	975
DONATIONS	7,422	4,675	4,909
VEHICLE INTERPROGRAM	12,500	2,500	2,500
INTRAPROG. OUTSIDE CONTRACTS	623	0	0
VEHICLE SALES	0	5,000	0
MISC INCOME	0	0	0
IN-KIND REVENUE	2,068	4,245	0
SUBTOTAL REVENUES	1,370,428	1,437,486	1,512,879
SECTION 5310 - PASS THRU	9,741	68,500	134,720
TOTAL REVENUES	1,380,169	1,505,986	1,647,599

6-6

New sponsor rescues Elderday: Community Bridges takes over adult day health care center from Salud

By Donna Jones

Santa Cruz Sentinel

Posted: 04/30/2013 06:30:54 PM PDT

SANTA CRUZ -- The Lift Line vans started rolling into the parking lot on Pioneer Street about 10 a.m. Tuesday, and continued for the next 30 minutes or so, dropping off dozens of seniors, many using walkers or riding in wheelchairs.

Elderday staff rushed out to greet the arrivals, escorting them one by one into the adult day health care center.

For the next four to five hours, the staff would monitor medical conditions, dispense medications, oversee physical and occupational therapies, and serve snacks and lunch. For 120 mostly elderly clients with physical or mental impairments, the center is a lifeline that has kept them out of nursing homes.

It was almost snatched away due to state budget cuts. But after years of financial uncertainty, Elderday's future appears more secure after a transfer of the program from Salud Para La Gente to Community Bridges in April.

"We've been through so much, and were afraid we were going to close," said social worker Manuel Coto. "We're just thankful Community Bridges stepped in."

Sam Storey, the nonprofit's chief executive officer, described the move as a "homecoming."

Community Bridges sponsored the program for more than two decades, starting in 1982. But Storey said, like most nonprofit programs, Elderday ran on a "shoestring," and in 2004 Community Bridges handed off the program to Salud, which qualified for a higher Medi-Cal reimbursement rate.

"We were always just trying to make that budget work year to year," Storey said. "We were getting \$68 (a day per Medi-Cal client) back then. Salud was able to get \$106. That was our principal motivation."

At peak funding, Salud was receiving \$120 per client per day, but then the state budget crisis hit. Eligibility criteria was tightened and the state slashed the reimbursement rate to \$76. Across California, adult centers began to close. In November, facing a \$200,000 shortfall, Salud's board considered closing Elderday, but held off to explore other options.

Marc Pimentel, president of Salud's board, said Elderday's financial pressures were putting the nonprofit's core health programs at risk.

"All of our intentions, first and foremost, was to maintain services," Pimentel said. "That was our primary goal, and Salud was not going to be able to maintain them."

That's when talks began with Community Bridges. Because the nonprofit also operates Lift Line, it was able to realize some savings in administrative efficiency. Elderday's landlord, Ow Family Properties, agreed to reduce the rent.

But the shift hasn't been painless. Coto and other staff members saw their hours and wages cut, representing as much as a 30 percent loss in income, Storey said. Despite the hardship, few workers elected to leave.

Coto, the social worker, and his co-workers talked about how much the program means to participants, how attached they are to their clients.

Coto, a father of two, said the pay cut hurt, and his family will have to cut back. But he wants to stay. The important thing, he said, is services have remained the same.

"I took the hit, and am going to see if I can stand," Coto said. "I'm a little wobbly."

Follow Sentinel reporter Donna Jones on Twitter at [Twitter.com/DonnaJonesSCS](https://twitter.com/DonnaJonesSCS)



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003
P. 831.688.8840 F. 831.688.8302
www.communitybridges.org



COMMUNITY BRIDGES
Puentes de la Comunidad

www.communitybridges.org

The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

May 1, 2013

Ms. Karena Pushnik, Sr. Transportation Planner
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Dear Ms. Pushnik:

Thank you for receiving our attached revised TDA claim for 2013-2014. Please notice we have made the following changes in response to the recommendations made by the Elderly & Disabled Transportation Advisory Committee (E&DTAC):

1. Increased TDA funds allocated to Medical rides by \$33,763;
2. Decreased TDA funds allocation to Elderday by (\$33,725).

By making these adjustments to our Exhibit C-2 Operation Plan over our original TDA claim dated March 18, projected service levels will be affected as follows:

1. TDA-funded Medical rides will increase by 733;
2. TDA-funded Elderday rides will decrease by (1,573).

Note this TDA claim represents a 44% increase in TDA ride service levels than we committed to providing in 2012-13—providing over 10,000 more TDA rides—while our funding request increase is 13%. Overall services are up by 33%, or over 20,000 rides, as we'll be providing 82,778 rides over last year's 62,378 rides.

Where we have seen much of this growth is in our Same Day and Out of County ride programs, which Lift Line initiated last year through Caltrans 5317 funding. These new services address Unmet Needs numbers 14 and 16 of the 2012 revised Unmet Needs List of the Regional Transportation Plan Goals and Targets, and we have allocated \$245,000 in funding to match these TDA-eligible ride types.

I am also attaching a copy of today's news article about Community Bridges' acquisition of the Elderday program, highlighting the variety of vital medical services provided to Elderday's elderly and disabled participants every day. Transportation for Elderday participants meets Unmet Need number 12.

Note we are also attaching two versions requested of Exhibit A Program Budget. Please contact me if additional information is needed to forward our claim.

Thank you,

Sam Storey
Chief Executive Officer

6-8



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003
P. 831.688.8840 F. 831.688.8302
www.communitybridges.org

March 18, 2013

Mr. George Dondero, Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Re: CTSA/City of Santa Cruz claim for 2013-2014 TDA revenues

Dear Mr. Dondero:

The City of Santa Cruz has agreed to act as Community Bridges' claimant for the 2013/2014 fiscal year Transportation Development Act funds allocated to the Consolidated Transportation Services Agency (CTSA). Please accept this letter that Community Bridges Lift Line attests to the accuracy of the claim and all its accompanying documentation

The City of Santa Cruz will be requesting a total of \$599,743 in TDA funds for the CTSA. The proposed payment schedule (Exhibit D includes an increased initial payment to cover annually remitted expenses including a substantial insurance premium due in July. The remaining quarters are adjusted for the difference.)

These funds will allow Community Bridges to continue to operate a variety of vital specialized transportation programs serving low income seniors and disabled individuals who are unable to utilize traditional public transit. TDA funds will be used for the Taxi Scrip programs operating in South and North County, transportation to Meals on Wheels Senior Dining Centers, non-emergency medical transportation, Winter Shelter Program and Elderday Adult Day Health Center transportation.

Enclosed are:

1. 2013/2014 TDA Claim Form
2. 2013/2014 Operating & Capital Budget (Exhibit A, pages 1-3)
3. CTSA Five Year Capital Improvement Plan (Exhibit B)
4. Operating Plan (Exhibit C-1, pages 1-4 & C-2, pages 1-2)
5. Schedule of Payments Requested (Exhibit D)
6. Statement of Role and Responsibility (Exhibit E)
7. Community Bridges Board Resolution

6-9

Please consider naming Community Bridges in your estate plan.



COMMUNITY BRIDGES
Puentes de la Comunidad

www.communitybridges.org

The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

On behalf of Lift Line clients and Community Bridges, I thank the Commission and staff for your continued support of these programs.

Thank you,



Kirk Ance
Lift Line Program Director

Enclosures: 7

cc: Karena Pushnik, Senior Transportation Planner, SCCRTC
Marc Pimentel, Director, City of Santa Cruz Finance Department
Sam Storey, Chief Executive Officer, Community Bridges
Susan Marinshaw, Chief Administrative Officer, Community Bridges

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

Submit a separate form for each project.

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

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

Project Information

1. Project Title: Lift Line / CTSA Specialized Paratransit Service for Santa Cruz County
2. Implementing Agency: Community Bridges
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
The City of Santa Cruz acts as the eligible TDA claimant for Lift Line. Lift Line receives the TDA funds through a contract with the City of Santa Cruz.
4. Funding requested this claim: TDA \$ 599,743
 STA (transit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 13 / 14
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:

<input type="checkbox"/> Article 8 Bicycle and/or Pedestrian Facility	<input checked="" type="checkbox"/> Article 8 Specialized Transportation
<input type="checkbox"/> Article 4 Public Transportation	<input type="checkbox"/> Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Kirk Ance
Telephone Number: 831-688-8840 ext. 238 E-mail: kirka@cbridges.org

Secondary Contact (in event primary not available): Sam Storey
Telephone Number: 831-688-8840 ext. 201 E-mail: sams@cbridges.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. *Please see Exhibit C-1 and C-2 attached.*
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The TDA funding for CTSA is to coordinate and provide social service transportation services with existing fixed-route service of public and private transportation providers for low-income elderly and disabled Santa Cruz County residents according to the requirements of the Social Services Transportation Improvement Act.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

6-11

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. **The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation.**

As the Consolidated Transportation Service Agency, Lift Line is coordinating transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Some of them are the Family and Children's Services of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, and other hospitals and medical facilities.

Lift Line is also working closely with several other non-profit organizations and other counties to continue to identify unmet needs and define effective responses to meet those needs to help mobilize resident with various disabilities, low income and senior populations to travel easily throughout our county as well as to travel seamlessly throughout our tri-county region, also now to include the Santa Clara County. This is consistent with the Association of Monterey Bay Area Governments (AMBAG) Coordinated Public Transit Plan.

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

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

11. Project Productivity Goals for this fiscal year:

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

The majority of our dispatching/scheduling is automated with Mobile Data Computers (MDC) and Automatic Vehicle Locaters (AVL) that integrate with Trapeze, making it easy to make changes if needed and track rides as they occur. As rides are completed, the MDCs tag completed rides with real pickup and drop-off times and highlights these times in blue, making it easier for our dispatchers to monitor all rides. Likewise, uncompleted or unassigned rides (such as will-call returns) are highlighted in red to inform the dispatcher of the priority of pending trips. The addition of the AVLs in the fleet allows Lift Line to monitor and track vehicles at any moment. These systems allow Lift Line to provide accurate monthly encounter data to satisfy data requirements. We will continue to provide our quarterly TDA reports, with the RTC reporting requirements, which are generated directly from the actual rides performed and documented through these systems. Lift Line Dispatch System still has some components that are manual, for back up in case of power loss or technical problems that occasionally occur, when connections through the system can not be made. Since we can not determine in advance when a power or technical problem should arise, we give all drivers a paper manifest to work from daily so as to not lose any information. Daily drivers fill out paper work to let us know if they have any incidents, accidents or mechanical failures. In order to track turndowns and referrals anyone answering the phones keep track daily on a specified phone log.

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month

6-12

5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Fare box recovery level
15.	Van mileage per program
16.	% of Rides performed by subcontractors
17.	% of shared trips/ Average vehicle occupancy
18.	% of cancellations of total rides

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

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

Lift Line's is projecting to provide service to over 600 Santa Cruz County residents who will need specialized wheel-chair accessible vans. We are projecting to provide and coordinate over 80,000 rides in the 2013/2014 fiscal year. *Please see Exhibit C-1 and C-2 Operating Plan for details.* Lift Line will continue to provide responsive, non-emergency health and medical paratransportation for seniors and disabled residents of Santa Cruz County, all of which are low-income. Trips are provided to health and medical destinations such as hospitals, medical centers and clinics, doctors' offices, pharmacies, dialysis centers, human services, and various mental health and physical therapy appointments. In partnership with Central Coast Alliance for Health, rides to medical destinations will be provided for qualified members. Lift Line continues to work closely with Watsonville Dialysis and Santa Cruz Satellite Dialysis to provide flexible services for its clients who are unable to use transit or METRO ParaCruz services.

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

This is RTP project #VC-P1. It is consistent with Goals #1 and #2 to maintain the transportation system and increase mobility;

- Policy 1.3.5 to coordinate specialized transportation services;
- Policy 1.3.9 to Encourage volunteer, friend and relative-provided transportation for the elderly and disabled, especially in rural areas;
- Policy 3.6 Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency; Policy 3.6.3 Support programs that address the transportation needs of low-income people;
- Policy 5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of TDA-funded paratransit service. Community Bridges and Lift Line staff works with the Regional Transportation Commission and the members of the Elderly and Disabled Transportation Advisory Committee, Human Care Alliance, and the local Senior Network Agency to identify specialized transportation needs for Santa Cruz County. Lift Line as a program of Community Bridges works closely with local human service and transportation programs on local and regional coordinated plan projects, as required by Federal and State Transportation Agencies. These are included in both the RTP, which is updated every 3-5 years, and the AMBAG Monterey Bay Coordinated Human Services Transportation Plan. Projects/programs in the RTP within Projected Funds list include: continued non-ADA mandated paratransit services including medical service rides, Elderday adult day health care, senior meal sites, non-emergency same day transportation for medically fragile individuals, and expanding the non-ADA mandated paratransit system to meet the growing specialized transportation needs of seniors and people with disabilities.

6-13

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

Lift Line is a complementary service to the ADA-mandated METRO ParaCruz service. In addition, Lift Line provides a more flexible specialized transportation service for ongoing identified unmet immediate service needs. Due to the diverse nature of our services, Lift Line is able to group riders in various service categories, which ultimately reduces the number of vehicles needed to perform rides and in turn cuts down on traffic and emissions. In the current fiscal year 2012-2013, Lift Line is continuing to optimize our service by scheduling rides in the most efficient manner and ultimately reducing the duplication of rides by grouping ride types for long distance, cross county rides.

Furthermore, Lift Line provides residents with specialized transportation needs who do not qualify for ParaCruz rides because they live outside the service area (more than ¾ mile from fixed transit route) and don't have family or friends to assist them, their mobility device is too large, and/or they may need same day service. For people who are low-income or who face health/physical challenges, these services are paramount. Lift Line's goal is to continue to provide service in this manner, however, with the increase of fuel costs, even while grouping rides, we are still projecting increased costs in our overall service. Lift Line was also awarded Section 5317 grant for funds in 2012-2013 to support same day medical transportation service, as identified in the AMBAG unmet needs plan. This new service was implemented in 2013 and we are applying for 5317 funds to continue the project into 2014 while we gather data and assess the same-day transportation needs of our clients.

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

What is the total project cost? Total CTSA Transportation Budget = \$1,664,539 (TDA only = \$599,743)

Is project fully funded? YES

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?
These funds will be used for administration, all cost related to provision of paratransit rides, and vehicle/communications acquisition.

This is clearly identified in our Operating Plan Exhibit C-2. *Please see TDA Operating Plan, Exhibit C-2.*

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

CTSA: ☒ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>Community Bridges Board Resolution</u> . (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility,	

or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). <u>April 2013 E&D TAC meeting</u>	YES
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A

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

17. Improving Program Efficiency/Productivity

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

Lift Line routes are continually assessed and re-structured to increase productivity, and we have succeeded in lowering some costs by grouping rides so that vehicles and staff time are serving at capacity as much as possible. Our overall cost per service unit has remained steady the past two years, even as individual costs and demands for service have fluctuated. In the case of taxi subcontractors, we have paid special attention to maximizing the benefit of working with these outside partners only when we have reached our internal existing capacity and there is a cost benefit to calling in a taxi ride. We also continue to work with physicians and participants to group rides for maximum efficiency. Our experienced drivers and dispatch staff, and the use of computerized scheduling equipment, continue to serve as valuable assets toward achieving these goals.

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

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

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

Lift Line staff has also participated in numerous planning meetings and networking events to identify and expand services for area veterans. These efforts include attendance at county VetNet meetings and events, as well as participation in the newly formed Veterans Advisory Council. In the past year, Lift Line not only succeeded in securing new funding to sustain and expand our previously volunteer-supported Out-of-County transportation services, connecting Santa Cruz County veterans with VA facilities in Monterey and Santa Clara Counties, but we also continued to provide and promote our in-county veterans transportation services at three weekly pickup and drop off locations, including the veterans' centers in Capitola and Santa Cruz, as well as the Homeless Service Center, with the final destination being the County Veterans Services office.

Finally, Lift Line also initiated and promoted a new Same-Day service through Section 5317 funding, which is rapidly gaining momentum as it is the only service of its kind in Santa Cruz County. In our first two months of operation, we provided over 200 same-day rides each month, and, although this new service is still in its early stages, we anticipate ridership to only increase as we continue to provide and promote this new service.

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

Lift Line will continue to assess the costs and demands for our services on an ongoing regular basis, and structure our routes and staffing to be as responsive and efficient as possible. Lift Line staff will continue to participate in outreach efforts to identify emerging needs in the community, and we will coordinate with service providers to meet the transportation needs of low-income elderly and disabled residents, including our area veterans. This year, we expect to make diligent progress toward increasing outreach and service to the veteran population through our various efforts that are already underway.

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

Community Bridges Lift Line/CTSA is requesting TDA funds to assist with the same types of rides as last year, with the exception of the Out-of-County program which has been funded through a grant from Caltrans Section 5317. We are requesting funding for: Medical TDA Rides, Meals on Wheels, Elderday, Taxi Scrip, and the Winter Shelter programs.

This year we are expecting to increase transportation service for Elderday, as Community Bridges continues to work diligently on the acquisition of the Elderday program in order to bring to rest a several months and even years-long uncertainty of the program's future in the face of decreased Medi-Cal reimbursement rates. Community Bridges feasibility studies and operational plans for sustaining Elderday will bring more stability to the program, its participants and their families, where in previous months and years we saw decreased participation as participants prepared to seek alternatives in the event of the program's imminent closure. Looking at average Elderday participation rates over the past twelve months, we see that participation dropped as much as 24% in the month following the anticipated closing date that was scheduled in response to state funding cuts, whereas participation has steadily increased ever since the closure has since been averted.

Lift Line is also expecting to exceed our prior year projections for service to the Homeless Service Center's Winter Emergency Shelter Program, where currently 30% of the clients transported are disabled, and 7% are seniors 60 or over. Many participants are also veterans, and at least one or two wheelchair-using participants are being transported both ways every day. By comparing the first three months of the program in this fiscal year to those of the last, participation is already up by 150% this year. Lift Line requests funds to offset the expenses incurred during winter months when additional shelter is provided at the National Guard Armory.

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

☒ CTSA: Specialized Transportation: Quarterly to E/D TAC, RTC: November 2013, January 2014, April 2014, July 2014 and year end report 13/14 (Months/Year)

CTSA and Volunteer Center (Article 8) Only

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

Yes. For our target population we provide transportation that is otherwise not available. Lift Line paratransit services are provided to seniors and people with disabilities who can't drive, are not able or eligible to use our METRO or METRO ParaCruz services (do not have the financial resources, have origins/destinations outside the service area, need same-day service, or have wheelchairs that do not meet the size criteria). Also, the out of county TDA Medical ride services are used for residents who have no other resources, particularly due to financial restraints, to get to critical care treatment. The veterans we are currently providing paratransit services for are funded through the FTA Section 5317 New Freedom (NF) Grants Program. This grant has been awarded through December 31, 2013, and we are in the process of applying for the next grant cycle to

maintain this service for at least another year since the demand for service for this specific population has continued to grow. Even though the funds for this service potentially could come to an end, Lift Line/CTSA will continue to seek other funding sources to support this service, which will now become an unmet need in the coordinated plan. Another identified unmet need is to provide same day medical transportation, and Community Bridges was awarded a separate Section 5317 grant for funding to permit Lift Line/CTSA to hire two driver's and half time office support to be able to offer this same-day service.

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

Lift Line, as the CTSA, acts as the safety net transportation service for low-income seniors and disabled individuals unable to secure mobility through other programs. In addition, Lift Line coordinates and refers people daily to other services more suited to their specialized transportation requirements such as: METRO bus or METRO ParaCruz; local taxi services through the taxi scrip program; the Volunteer Center; Veterans Services and our in house "Out of County" TDA Medical ride service. Lift Line continues coordinates with the Central Coast Alliance for Health in Santa Cruz and Monterey Counties to get Medi-Cal patients to essential medical appointments who cannot transfer from their mobility device to a bus seat or are too large to use local METRO ParaCruz ADA guidelines services. We work closely with Watsonville Dialysis and Santa Cruz Satellite Dialysis to provide flexible service for the clients. We help identify an individual's specific need for specialized transportation service and coordinate not only services in our County, but also for rides to neighboring counties of San Benito, Monterey and Santa Clara. In addition, Lift Line assists those who call from other parts of California, as well as from out of the state, looking for other public and specialized transportation. Lift Line's staff will continue to participate with local and statewide transportation groups to develop coordinated processes and keep current on transportation systems for seniors and disabled residents.

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

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

23. Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours. (99246)

There are times during the day when it is more cost effective or necessary to use taxi to provide some of the TDA Medical rides, especially when they are short rides and more on an individual need basis, while Lift Line buses provided more of the grouped rides. Lift Line has three on call drivers to assist with paratransit services as needed.

SCMTD, CTSA, Volunteer Center & RTC Only

24. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.
- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
 - For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
 - Describe any problems encountered in implementing individual recommendations.

TDA Triennial Performance Audit Recommendations:

- 1) *The SCCRTC should work closely with the Santa Cruz Metro, Community Bridges, and the Volunteer Center to develop an SRTP update, including the following plan elements: financially sustainable public transportation levels; vehicle replacement needs for each agency; and countywide performance goals objectives and measurable standards. The SCCRTC's involvement in the SRTP effort could include coordination, technical assistance, and partial funding.*

Community Bridges is currently working with the entities to develop an updated SRTP. Currently the RTC and Metro are submitting a joint grant application for the plan. The majority of the work on the plan will be done by a consultant. Metro will be the formal lead, with extensive input from RTC, Community Bridges, and the Volunteer Center. In pursuing this grant the Short Range Transportation Plan would address the recommendations from the Performance Audit and include the Metro, Community Bridges and the Volunteer Center.

- 2) *The current and future agreements that permit the pass-through of TDA Article 8 funds from the City of Santa Cruz to Community Bridges and the Volunteer Center should be amended to include the requirement that the performance measures identified in PUC Section 99246(d) be reported at least annually to the City and to SCCRTC.*

Pulled from the California Public Utilities Code Section 99247 for reference:

For purposes of Section 99246, and as used elsewhere in this article:

- (a) "Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243, and exclusive of all subsidies for commuter rail services operated under the jurisdiction of the Interstate Commerce Commission and of all direct costs for providing charter services, and exclusive of all vehicle lease costs.
- (b) "Operating cost per passenger" means the operating cost divided by the total passengers.
- (c) "Operating cost per vehicle service hour" means the operating cost divided by the vehicle service hours.
- (d) "Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.
- (e) "Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.
- (f) "Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.
- (g) "Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.
- (h) "Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.
- (i) "Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.
- (j) "Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the assumption that 2,000 person-hours of work in one year constitute one employee. The count of employees shall also include those individuals employed by the operator which provide services to the agency of the operator responsible for the operation of the public transportation system even though not employed in that agency.

Community Bridges complies with all of the above requirements except (j) "Vehicle service hours per employee." We will work with the RTPA of Santa Cruz County to create a performance measuring tool to be included in all quarterly and annual reports.

- 3) *Community Bridges should work their respective annual fiscal and compliance auditors to evaluate the transportation related measures required under the TDA, including annual operating costs and revenues.*

Community Bridges Lift Line has committed to work with our fiscal and compliance auditors to evaluate the transportation related measures required under the TDA, including annual operating costs and revenues.

6-18

Documentation to Include with Your Claim:

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

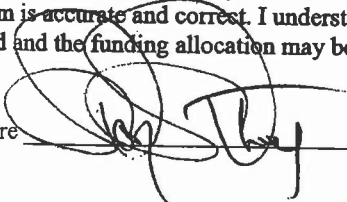
Article 4 Transit Claims

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

Local Agency Certification:

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

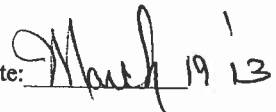
Signature



Title:



Date:



\\Rtcserv1\Shared\GRANTS\TDA\TDAClaimForm07.doc

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET

EXHIBIT A, Page 1 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	Non-TDA 2013-14 BUDGET	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	Non-TDA 2012-13 BUDGET	CTSA 2012-13 BUDGET
PERSONNEL:						
SALARIES & WAGES	205,638	365,867	571,505	174,331	370,410	544,740
FRINGE BENEFITS: UNEMPLOYMENT	2,365	4,207	6,572	2,353	3,912	6,265
WORKERS COMP	17,376	30,972	48,348	9,885	29,573	39,458
HEALTH INSUR.	60,951	105,813	166,764	61,619	81,610	143,229
FICA	15,731	27,989	43,720	13,336	28,314	41,650
401K PLAN	884	1,570	2,454	1,325	1,120	2,445
TOTAL PERSONNEL COSTS:	302,946	536,417	839,363	262,848	514,939	777,787
SERVICES & SUPPLIES:						
OPERATING:						
VEHICLE OPERATIONS-GAS	50,750	87,199	137,949	50,000	85,443	135,443
VEHICLE LICENSES	1,000	3,887	4,887	542	4,273	4,815
VEHICLE MAINTENANCE	10,315	22,072	32,387	6,222	25,676	31,898
VEHICLE INSURANCE	23,514	54,447	77,960	23,166	41,819	64,985
COMMUNICATIONS-RADIO	8,761	1,427	10,188	5,676	2,588	8,264
TOTAL VEH. OPERATING COSTS:	94,339	169,032	263,371	85,605	159,800	245,405
OTHER OPERATING & ADMINISTRATION COSTS:						
PROFESSIONAL SERVICES	901	1,825	2,726	888	14,043	14,931
JANITORIAL SERVICES/SUPPLIES	531	1,440	1,971	523	1,419	1,942
FUNDRAISING COMM RELATIONS	0	900	900	0	900	900
PUBLICITY/MEDIA	0	0	0	0	195	195
SPECIAL EVENTS	0	542	542	0	534	534
STAFF TRAVEL	500	0	500	500	0	500
MINOR EQUIPMENT	500	0	500	215	500	715
EQUIPMENT MAINT & REPAIR-MENTOR	24,683	0	24,683	24,318	0	24,318
OFFICE SUPPLIES	740	478	1,218	300	900	1,200
PROGRAM SUPPLIES	571	892	1,463	563	878	1,441
VEHICLE MAINT SUPPLIES	406	594	1,000	400	850	1,250
COMPUTER SUPPLIES/RELATED	187	733	920	184	654	838
POSTAGE	552	527	1,079	544	519	1,063
SPACE RENTAL	15,174	31,731	46,905	14,950	30,664	45,614
UTILITIES	2,624	2,942	5,566	2,585	2,889	5,474
SPACE MAINTENANCE	248	1,097	1,345	244	1,081	1,325
TELEPHONE	1,947	3,088	5,035	1,918	3,050	4,968
MISCELLANEOUS FEES	438	1,909	2,347	431	1,881	2,312
STAFF TRAINING	1,200	0	1,200	60	940	1,000
INSURANCE-GEN'L LIABILITY & FIDELITY	1,745	879	2,624	2,585	0	2,585
MEMBERSHIPS/SUBSCRIPTIONS	420	0	420	450	1	451
PRINTING & COPYING	53	1,322	1,375	53	1,302	1,355
ADVERTISING	0	250	250	0	250	250
SUBSIDIZED TAXI - ELDERDAY RIDES	16,285	0	16,285	14,416	3,124	17,540
SUBSIDIZED TAXI - MOW RIDES	1,069	0	1,069	981	0	981
SUBSIDIZED TAXI - LL RIDES	18,364	0	18,364	20,962	0	20,962
SUBSIDIZED TAXI - SCRIP	26,357	0	26,357	26,068	0	26,068
MSSP SERVICE EXPENSE	0	28,977	28,977	0	27,865	27,865
EQUIP/FINANCING-non 5310	0	0	0	0	3,460	3,460
DEPREC-GROUPWISE UPGRADE	0	0	0	0	144	144
TRANSF TO EQUIP RESERVE	0	0	0	0	0	0
TRANSF FROM EQUIP RESERVE	0	0	0	0	0	0
MAJOR EQUIPMENT 5310	0	134,720	134,720	0	68,500	68,500
AGENCY OVERHEAD	86,963	127,561	214,524	78,451	123,531	201,982
TOTAL ADMINISTRATION COSTS:	202,457	342,407	544,864	192,589	290,074	482,663
TOTAL EXPENDITURES	599,743	1,047,856	1,647,599	541,042	964,813	1,505,855
TOTAL REVENUES	599,743	1,047,856	1,647,599	541,042	964,813	1,505,855
NET GAIN (LOSS)	0	(0)	0	(0)	0	0

6-26

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET

EXHIBIT A, Page 2 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	Non-TDA 2013-14 BUDGET	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	Non-TDA 2012-13 BUDGET	CTSA 2012-13 BUDGET
REVENUE:						
TDA	599,743	0	599,743	541,042	0	541,042
CITY OF SANTA CRUZ		15,000	15,000		15,000	15,000
CITY OF CAPITOLA		44,730	44,730		44,730	44,730
CITY OF SCOTTS VALLEY		2,825	2,825		2,825	2,825
CITY OF WATSONVILLE		2,224	2,224		2,224	2,224
COUNTY OF SANTA CRUZ		8,939	8,939		8,521	8,521
AREA AGENCY ON AGING-TITLE IIIB		39,284	39,284		39,284	39,284
FTA SECTION 5310		134,720	134,720		68,500	68,500
FTA SECTION 5317		245,000	245,000		184,341	184,341
MONTEREY PENIN FDN		26,000	26,000		26,000	26,000
DOMINICAN HOSPITAL		196	196		196	196
MEDI-CAL (CCAH)		11,813	11,813		10,198	10,198
OUTSIDE CONTRACTS		6,543	6,543		11,543	11,543
OUTSIDE CONTRACTS- ISSP		46,150	46,150		39,650	39,650
OUTSIDE CONTRACT - ELDERDAY		363,242	363,242		407,639	407,639
SCRIP - CLIENT TAXI PMTS		8,906	8,906		8,431	8,431
SCRIP - MSSP		53,900	53,900		48,467	48,467
MOW INTER-PROGRAM CHARGES		30,000	30,000		30,000	30,000
INTEREST INCOME		0	0		0	0
FUNDRAISING		975	975		975	975
DONATIONS		4,909	4,909		4,675	4,675
PROGRAM INCOME - OTHER		0	0		0	0
VEHICLE INTER-PROGRAM		2,500	2,500		2,500	2,500
INTERPROG-OUTSIDE CONTRACTS		0	0		0	0
VEHICLE SALES		0	0		5,000	5,000
IN-KIND REVENUE-VOLUNTEERS		0	0		4,245	4,245
BAD DEBT		0	0		(131)	(131)
TOTAL REVENUES	599,743	1,047,856	1,647,599	541,042	964,813	1,505,855

6-21

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET

EXHIBIT A, Page 3 of 3

OPERATING FUND SOURCES	CTSA FINAL FY 11-12	CTSA BUDGET FY 12-13	CTSA BUDGET FY 13-14
TDA	515,295	541,042	599,743
CITY OF SANTA CRUZ	15,000	15,000	15,000
CITY OF CAPITOLA	44,800	44,730	44,730
CITY OF SCOTTS VALLEY	2,825	2,825	2,825
CITY OF WATSONVILLE	2,224	2,224	2,224
COUNTY OF SANTA CRUZ	8,521	8,521	8,939
AREA AGENCY ON AGING-TITLE IIIB	39,429	39,284	39,284
FTA SECTION 5317	71,358	184,341	245,000
MONTEREY PENIN FDN	26,000	26,000	26,000
DOMINICAN HOSPITAL	228	196	196
MEDI-CAL (CAAH)	11,889	10,198	11,813
OUTSIDE CONTRACTS	97,551	11,543	6,543
OUTSIDE CONTRACT - ISSP	46,150	39,650	46,150
OUTSIDE CONTRACT - ELDERDAY	393,042	407,639	363,242
TAXI SCRIP SALES	6,863	8,431	8,906
MSSP SCRIP	35,640	48,467	53,900
MOW INTERPROGRAM CHGS.	30,000	30,000	30,000
INTEREST INCOME	0	0	0
FUNDRAISING	1,000	975	975
DONATIONS	7,422	4,675	4,909
VEHICLE INTERPROGRAM	12,500	2,500	2,500
INTRAPROG. OUTSIDE CONTRACTS	623	0	0
VEHICLE SALES	0	5,000	0
MISC INCOME	0	0	0
IN-KIND REVENUE	2,068	4,245	0
SUBTOTAL REVENUES	1,370,428	1,437,486	1,512,879
SECTION 5310 - PASS THRU	9,741	68,500	134,720
TOTAL REVENUES	1,380,169	1,505,986	1,647,599

6-22

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 1 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	TDA & MATCH 2013-14 BUDGET*	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	TDA & MATCH 2012-13 BUDGET	CTSA 2012-13 BUDGET
PERSONNEL:						
SALARIES & WAGES	205,638	539,616	571,505	174,331	508,130	544,740
FRINGE BENEFITS: UNEMPLOYMENT	2,365	6,206	6,572	2,353	5,843	6,265
WORKERS COMP	17,376	45,651	48,348	9,885	42,937	39,458
HEALTH INSUR.	60,951	159,942	166,764	61,619	141,996	143,229
FICA	15,731	41,281	43,720	13,336	38,872	41,650
401K PLAN	884	2,320	2,454	1,325	2,388	2,445
TOTAL PERSONNEL COSTS:	302,946	795,016	839,363	262,848	740,167	777,787
SERVICES & SUPPLIES:						
OPERATING:						
VEHICLE OPERATIONS-GAS	50,750	129,004	137,949	50,000	125,346	135,443
VEHICLE LICENSES	1,000	4,570	4,887	542	4,456	4,815
VEHICLE MAINTENANCE	10,315	30,287	32,387	6,222	29,520	31,898
VEHICLE INSURANCE	23,514	77,905	77,960	23,166	62,640	64,985
COMMUNICATIONS-RADIO	8,761	9,527	10,188	5,676	7,648	8,264
TOTAL VEH. OPERATING COSTS:	94,339	251,293	263,371	85,605	229,610	245,405
OTHER OPERATING & ADMINISTRATION COSTS:						
PROFESSIONAL SERVICES	901	2,549	2,726	888	13,818	14,931
JANITORIAL SERVICES/SUPPLIES	531	1,843	1,971	523	1,797	1,942
FUNDRAISING COMM RELATIONS	0	0	900	0	0	900
PUBLICITY/MEDIA	0	0	0	0	0	195
SPECIAL EVENTS	0	0	542	0	0	534
STAFF TRAVEL	500	500	500	500	463	500
MINOR EQUIPMENT	500	500	500	215	662	715
EQUIPMENT MAINT & REPAIR-MENTOR	24,683	24,683	24,683	24,318	22,505	24,318
OFFICE SUPPLIES	740	1,139	1,218	300	1,111	1,200
PROGRAM SUPPLIES	571	1,368	1,463	563	1,334	1,441
VEHICLE MAINT SUPPLIES	406	935	1,000	400	1,157	1,250
COMPUTER SUPPLIES/RELATED	187	860	920	184	776	838
POSTAGE	552	1,009	1,079	544	984	1,063
SPACE RENTAL	15,174	43,864	46,905	14,950	42,214	45,614
UTILITIES	2,624	5,205	5,566	2,585	5,066	5,474
SPACE MAINTENANCE	248	1,258	1,345	244	1,226	1,325
TELEPHONE	1,947	4,709	5,035	1,918	4,598	4,968
MISCELLANEOUS FEES	438	2,195	2,347	431	2,140	2,312
STAFF TRAINING	1,200	1,122	1,200	60	925	1,000
INSURANCE-GEN'L LIABILITY & FIDELITY	1,745	2,454	2,624	2,585	2,392	2,585
MEMBERSHIPS/SUBSCRIPTIONS	420	420	420	450	451	451
PRINTING & COPYING	53	1,286	1,375	53	1,254	1,355
ADVERTISING	0	234	250	0	231	250
SUBSIDIZED TAXI - ELDERDAY RIDES	16,285	16,285	16,285	14,416	14,416	17,540
SUBSIDIZED TAXI - MOW RIDES	1,069	1,069	1,069	981	981	981
SUBSIDIZED TAXI - LL RIDES	18,364	18,364	18,364	20,962	20,962	20,962
SUBSIDIZED TAXI - SCRIP	26,357	26,357	26,357	26,068	26,068	26,068
MSSP SERVICE EXPENSE	0	0	28,977	0	0	27,865
EQUIP/FINANCING-non 5310	0	0	0	0	0	3,460
DEPREC-GROUPWISE UPGRADE	0	0	0	0	0	144
TRANSF TO EQUIP RESERVE	0	0	0	0	0	0
TRANSF FROM EQUIP RESERVE	0	0	0	0	0	0
MAJOR EQUIPMENT 5310	0	134,720	134,720	0	68,500	68,500
AGENCY OVERHEAD	86,963	199,526	214,524	78,451	187,789	201,982
TOTAL ADMINISTRATION COSTS:	202,457	494,454	544,864	192,589	423,818	482,663
TOTAL EXPENDITURES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855
TOTAL REVENUES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855
NET GAIN (LOSS)	0	0	0	(0)	(0)	0

Note: TDA & Match Budget Expense amounts equal 93.5% of overall CTSA budget,
as 93.5% of CTSA revenues contribute to TDA-eligible ride types.

6-23

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 2 of 3

ACCOUNT TITLE	TDA 2013-14 BUDGET	TDA & MATCH 2013-14 BUDGET	CTSA 2013-14 BUDGET	TDA 2012-13 BUDGET	TDA & MATCH 2012-13 BUDGET	CTSA 2012-13 BUDGET
REVENUE:						
TDA	599,743	599,743	599,743	541,042	541,042	541,042
CITY OF SANTA CRUZ		15,000	15,000		15,000	15,000
CITY OF CAPITOLA		44,730	44,730		44,730	44,730
CITY OF SCOTTS VALLEY		2,825	2,825		2,825	2,825
CITY OF WATSONVILLE		2,224	2,224		2,224	2,224
COUNTY OF SANTA CRUZ		8,939	8,939		8,521	8,521
AREA AGENCY ON AGING-TITLE IIIB		39,284	39,284		39,284	39,284
FTA SECTION 5310		134,720	134,720		68,500	68,500
FTA SECTION 5317-OOC+Same Day Svc		245,000	245,000		169,671	184,341
MONTEREY PENIN FDN		0	26,000		0	26,000
DOMINICAN HOSPITAL		0	196		0	196
MEDI-CAL (CCAH)		0	11,813		0	10,198
OUTSIDE CONTRACTS		0	6,543		0	11,543
OUTSIDE CONTRACTS- ISSP		46,150	46,150		39,650	39,650
OUTSIDE CONTRACT - ELDERDAY		363,242	363,242		375,250	407,639
SCRIP - CLIENT TAXI PMTS		8,906	8,906		8,431	8,431
SCRIP - MSSP		0	53,900		48,467	48,467
MOW INTER-PROGRAM CHARGES		30,000	30,000		30,000	30,000
INTEREST INCOME		0	0		0	0
FUNDRAISING		0	975		0	975
DONATIONS		0	4,909		0	4,675
PROGRAM INCOME - OTHER		0	0		0	0
VEHICLE INTER-PROGRAM		0	2,500		0	2,500
INTERPROG-OUTSIDE CONTRACTS		0	0		0	0
VEHICLE SALES		0	0		0	5,000
IN-KIND REVENUE-VOLUNTEERS		0	0		0	4,245
BAD DEBT ALLOWANCE		0	0		0	(131)
TOTAL REVENUES	599,743	1,540,763	1,647,599	541,042	1,393,595	1,505,855

6-24

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA 2013-14 BUDGET
Rev 5/1/13

EXHIBIT A, Page 3 of 3

OPERATING FUND SOURCES	CTSA FINAL FY 11-12	CTSA BUDGET FY 12-13	CTSA BUDGET FY 13-14
TDA	515,295	541,042	599,743
CITY OF SANTA CRUZ	15,000	15,000	15,000
CITY OF CAPITOLA	44,800	44,730	44,730
CITY OF SCOTTS VALLEY	2,825	2,825	2,825
CITY OF WATSONVILLE	2,224	2,224	2,224
COUNTY OF SANTA CRUZ	8,521	8,521	8,939
AREA AGENCY ON AGING-TITLE IIIB	39,429	39,284	39,284
FTA SECTION 5317	71,358	184,341	245,000
MONTEREY PENIN FDN	26,000	26,000	26,000
DOMINICAN HOSPITAL	228	196	196
MEDI-CAL (CCAH)	11,889	10,198	11,813
OUTSIDE CONTRACTS	97,551	11,543	6,543
OUTSIDE CONTRACT - ISSP	46,150	39,650	46,150
OUTSIDE CONTRACT - ELDERDAY	393,042	407,639	363,242
TAXI SCRIP SALES	6,863	8,431	8,906
MSSP SCRIP	35,640	48,467	53,900
MOW INTERPROGRAM CHGS.	30,000	30,000	30,000
INTEREST INCOME	0	0	0
FUNDRAISING	1,000	975	975
DONATIONS	7,422	4,675	4,909
VEHICLE INTERPROGRAM	12,500	2,500	2,500
INTRAPROG. OUTSIDE CONTRACTS	623	0	0
VEHICLE SALES	0	5,000	0
MISC INCOME	0	0	0
IN-KIND REVENUE	2,068	4,245	0
SUBTOTAL REVENUES	1,370,428	1,437,486	1,512,879
SECTION 5310 - PASS THRU	9,741	68,500	134,720
TOTAL REVENUES	1,380,169	1,505,986	1,647,599

6-25

EXHIBIT B

3/19/13

**CTSA FIVE YEAR CAPITAL IMPROVEMENT PLAN 10/11
FISCAL YEARS: 11/12 THROUGH 15/16**

REVENUE					
	Projected 2012-2013	Projected 2013-2014	Projected 2014-2015	Projected 2015-2016	Projected 2016-2017
Fund Balance	\$0	\$1	\$2	\$5,010	\$1,018
FTA Section 5310	\$68,500	\$134,720	\$0	\$221,000	\$0
Addition to Fund	\$0	\$0	\$5,000	\$35,000	\$0
Fund Interest	\$1	\$1	\$8	\$8	\$0
Total	\$68,501	\$134,722	\$5,010	\$261,018	\$1,018
EXPENDITURES					
	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Equipment Purchase	\$68,500	\$134,720	\$0	\$260,000	\$0
Major Maintenance	\$0	\$0	\$0	\$0	\$0
Total	\$68,500	\$134,720	\$0	\$260,000	\$0
Year-End Balance	\$1	\$2	\$5,010	\$1,018	\$1,018

Notes:

1. As capital grants are indefinite, and as capital equipment arrival dates vary, projected figures may require adjustment.
2. "FTA Section 5310" in 11/12 includes computer server software and equipment, new MDC radios and paratransit vehicles.
3. "Equipment Purchase" in 12/13 is for \$68,500.
4. "Equipment Purchase" in 13/14 is for a brake lathe.
5. "Equipment Purchase" in 15/16 is for 7 new vans.

C-26

**EXHIBIT C-1
Lift Line / CTSA
13/14 OPERATING PLAN**

1. Operating Plan

The Lift Line program provides demand responsive, specialized non-emergency health and medical transportation for low-income seniors and disabled residents of Santa Cruz County. Riders are not charged a fare for the service, although donations are accepted. Service is generally provided from 8:00 AM to 4:00 PM, five days a week (with the exception of published holidays), while Lift Line also coordinates additional services on behalf of its clients outside these hours. Service is focused on individuals that live outside the METRO ParaCruz service area, those that are unable to afford the METRO ParaCruz fare, those that do not meet the ADA complementary paratransit eligibility requirements, those needing same day service, and those that need a higher level of service than can be provided by METRO ParaCruz. Lift Line operates a fleet of 17 wheelchair accessible vans. Transportation is provided to destinations such as doctors' offices, pharmacies, Elderday Adult Day Health Care, Senior Dining Centers, Dialysis Sites and various medical therapy appointments.

In September 2009, Lift Line also took in-house the coordination of the volunteer out-of-county transportation program that provides medical rides to Monterey, Santa Mateo and Santa Clara Counties and beyond. In 2012, Lift Line was awarded two separate Section 5317 grants to hire a dedicated paid staff driver to sustain the out-of-county program, as well as to initiate a same-day transportation pilot program with the addition of another four dedicated drivers. Both projects also share a full-time office assistant to support the expected increase in demand for both these services.

Due to the current demand for service during our peak hours we have been asking our TDA medical clients to increase the potential for grouping rides by booking their medical rides between 10:30am and 1:45 pm. Lift Line has been working closely with local medical facilities to optimize this preferred window of service for this select group of Santa Cruz residents.

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

Lift Line is seeking to continue the TDA Medical Rides service and ensure that this service reaches those with the most need. Lift Line projected 6,263 TDA Medical Rides in FY 12/13, including direct service and coordinated taxi rides. At 67% of the 12/13 fiscal year, we are projecting to reach 104% of our goal through the end of the current fiscal year.

Lift Line also coordinates with the local taxi companies to offer the very popular Taxi Scrip (TS) program. Lift Line projected 2,100 Taxi Scrip rides in FY 12/13. At 58% of the 12/13 fiscal year for which data is available, we are projecting to meet 106% of our goal.

This program serves as a safety net service for non-medical rides and rides needed outside the ADA-mandated METRO paratransit service areas. Individuals may purchase subsidized taxi scrip so that they can directly schedule taxi rides, and the majority of taxi vehicles are fully accessible for mobility devices. Currently all of residents that receive the Taxi Scrip at a discount are low income and below the federal 200% poverty level. Lift Line staff continue to update the TDA applications to reflect the new Federal Government poverty level guidelines. Area taxi service

providers include: Deluxe Taxi, Courtesy Cab, and Santa Cruz Yellow Cab. Lift Line provides ongoing monitoring and assessment of the program to ensure that eligibility criteria are met, safety criteria are met by subcontractors, and to ensure there is no abuse of this vital program. The current average cost per trip has decreased from last FY. The average cost per ride is now \$12, thereby increasing the amount of rides that can be taken with the scrip. Currently clients can purchase three \$10.00 books, for a total of \$30.00 worth of scrip, for \$8.00 which would give them approximately one (1) or two (2) rides per book. There is currently a limit to purchase three books per person per quarter.

Lift Line projected 13,667 Meals on Wheels rides in FY 12/13, 6,107 of which were to be funded by TDA funds. At 67% of the year, we are on track to reach 80% of our total goal.

While have not yet met our projected goal for the current fiscal year, historically we have see that demand for Meals on Wheels rides increases in the second half of the fiscal year by up to 18% over the first half. Taking this variable into account, we expect to exceed our 12/13 projection by 3%. Lift Line will continue to coordinate with the Meals on Wheels program to increase attendance at all of the senior dining centers, as Lift Line continues to meet with the Meals on Wheels Program Director and site managers to review unmet transportation service needs.

Lift Line projected to provide 28,322 Elderday rides in FY 12/13, 3,953 or which were to be funded by TDA. At 67% of the fiscal year, we are on track to exceed our 12/13 goal by 12%.

The Elderday program provides day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia. Almost all of these participants use wheelchairs or walkers, and require vans with lifts. Generally, these clients are very frail, and need personal, door-to-door assistance, reflecting the specialized training that our Lift Line drivers receive. This level of client service is time consuming and labor intensive. We are requesting funds to continue providing service to participants in FY 13/14.

In the past year, Elderday's parent company Salud Para La Gente approach Community Bridges about acquiring the Elderday program under its umbrella and reducing the program's operating costs to keep it afloat. Community Bridges agreed to perform a feasibility study for operating the Elderday program, and is poised to implement it own recommendations. If CB takes this program, Lift Line will have to greatly reduce the cost of transportation to make Elderday a sustainable and viable program. Lift Line is asking for increased TDA funds to support these rides in FY 13/14.

Lift Line projected to provide 3,000 Winter Shelter ISSP program rides in FY 12/13 to be funded by TDA. At this point in the 12/13 fiscal year, Life Line has provided 12,964 rides.

Lift Line/CTSA is requesting TDA funds to match Lift Line costs for providing transportation for the Homeless Service Center's Paul Lee Loft & Winter Shelter Program. This is an Emergency-shelter service that is located on the HSC campus for 46 adults, 365 days per year. The Winter Shelter staff has added a new tracking process to determine disability and age of their participants, and we know that 30% are disabled, 7% are seniors, and there are one to three wheelchair-using participants being transported both ways every day. We are only asking for TDA funds to cover the rides for these senior and disabled participants, while we know that 100% of participants have unmet health care needs. Lift Line is asking for funds to offset the expenses incurred during the Winter Shelter Program that operates November through April of each year, when we provide up to 20,000 rides to the additional shelter provided at the National Guard Armory. This program needs transportation every day and night including all holidays for at least 145 days of the year, and at this point in the fiscal year we are seeing participation is up by 150% over last fiscal year.

Lift Line staff will continue to work with the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in identifying and addressing unmet needs. In addition, Lift Line continues to work with the E&D TAC in meeting the Unmet Transit and Paratransit Needs as well as the recommendations of the Paratransit Coordination Task Force. For those who don't qualify for METRO ParaCruz or Medical assistance, we will continue to help them complete the required paperwork to make it easier for them to use the current TDA programs that meet their specific needs. In our role as the Coordinated Transportation Service Agency, Lift Line will continue working with other transportation providers to ensure maximum efficiency and coordination.

Lift Line will continue to focus its resources on transportation needs that are not being met by other paratransportation services, such as ADA-mandated METRO ParaCruz. Through TDA funding, Lift Line will continue to serve those not eligible for METRO ParaCruz service, specifically low-income individuals who cannot afford the \$8.00 round-trip METRO ParaCruz co-pay, those that don't meet the ADA parameters, and those with origins/destinations outside of the METRO ParaCruz service area. Also, because Lift Line provides safety net services to those ineligible or unable to use other services, its goal is to provide flexible programs, scheduling, and dispatching that can respond to the changing needs of medical providers and their clients. Examples include same-day medical services and medical services on weekends.

Equipment Purchase Match

Lift Line/CTSA applied for \$130,000 in 5310 funding to purchase two replacement minivans for the Out-of-County transportation program, as well as to update our fleet's Mobile Data Computers that communicate with our dispatch office to provide real-time information such as directional information and traffic conditions, and even update routes and rides as they are scheduled. The projects selected for funding under the Section 5310 program must be "derived from a locally developed, coordinated public transit-human services transportation plan" (Coordinated Plan) that was "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." (Circular, V-5). Community Bridges submitted the FTA Section 5310 Elderly & Disabled Specialized Transit grant application through the Santa Cruz County Regional Transportation Commission to Caltrans. Fortunately they have informed us there is no match dollars need to purchase these vehicles because the Federal Government is offering a Toll Credit of 11.47%.

6-29

OPERATION PLAN SERVICE OF UNITS
EXHIBIT C - 2
2013 / 2014
Rev 5/1/13

TABLE 1 - TDA PROPOSED SERVICE UNITS							
	TAXI SCRIP	MEDICAL TDA	MEALS ON WHEELS	ELDERDAY	WINTER SHELTER PROGRAM	TOTAL UNITS	TOTAL
FUNDS ALLOCATED	\$51,152	\$197,558	\$92,898	\$233,310	\$24,825		\$599,743
OPERATING COST							
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director/Fleet Mgr, Admin, Asst. Info. Mgr, Rent, Liability Insur., Phone, Supplies, etc	\$13,03	\$32.93	\$7.38	\$16.04	\$2.44		
B. ADMINISTRATION 14.5% of total cost per unit.	\$5.20	\$6.42	\$1.84	\$3.94	\$0.43		
	\$3.09	\$6.67	\$1.60	\$2.36	\$0.49		
TOTAL COST PER SERVICE UNIT	\$21.31	\$46.02	\$10.93	\$21.44	\$3.36		
131/4 PROJECTED TDA UNITS OF SERVICE	2,400	4,293	8,500	10,582	7,388	33,473	
EQUIPMENT PURCHASE MATCH							\$0
TOTAL TDA CLAIM REQUEST							\$599,743

6-30

OPERATION PLAN SERVICE OF UNITS

EXHIBIT C - 2

2013 / 2014

Rev 5/1/13

NON-TDA SUPPORTED

TABLE 2 - OTHER CTSA SERVICE UNITS

	OOCSame Day Section 5317	Meals on Wheels	Elderday Services	Winter Shelter	MSSP	Other Funding	Total Units	Total
Funds Allocated	\$245,000	\$68,272	\$363,242	\$48,150	\$53,900	\$35,035		\$811,598
Revenue per Service Unit	\$40.94	\$10.93	\$21.44	\$3.36	\$16.99	\$10.93		
13/14 Projection Units of Service	5,985	6,247	16,942	13,753	3,172	3,206	42,927	
Other Income								\$ 101,525
Total Operating Income								\$913,124
FTA Section 5310								134,730
TDA Claim								599,743
Grand Total								\$1,647,569

ROLLUP OF ALL RIDES

TABLE 3 - ALL SERVICE UNITS TOTALED (Total tables 1 and 2, units of service, to equal table 3 totals)

	OOCSame Day Section 5317	Taxi Scrip	Medical TDA	Meals on Wheels	Elderday	Winter Shelter	MSSP Taxi Scrip	Other Funding	Total Units
2013-2014 Ride Projections	5,985	2,400	4,293	14,747	27,824	21,151	3,172	3,206	82,779

6-31

Exhibit D

Schedule of Payments FY: 2013-2014 TDA Claim Life Line CTSA

July 15, 2013	\$ 209,908
October 15, 2013	\$ 129,945
January 15, 2014	\$ 129,945
April 15, 2014	\$ 129,945
Total	\$ 599,743

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

EXHIBIT E
Lift Line / CTSA
13/14 Statement of Role and Responsibility

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Community Bridges Lift Line will continue to coordinate and consolidate transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Lift Line will continue to work with Santa Cruz County School Districts, Family and Children's Services of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, Hospice of Santa Cruz County hospitals and medical facilities. Community Bridges Lift Line will also continue working closely with the RTPA and to help with the unmet needs identified in the Tri-County AMBAG Coordinated Plan. Community Bridges Lift Line will also continue working with not only local non-profit organizations but with human service and medical facilities in other Counties to continue to define and create an effective mobility management center to help mobilize resident with various disabilities, low income and senior populations to travel easily throughout our County as well as to travel seamlessly throughout our tri-county region, and also to include the Santa Clara County.

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

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



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003
P. 831.688.8840 F. 831.688.8302
www.communitybridges.org


AGENCY BOARD RESOLUTION RESOLUTION # 2013-03-03

At the duly noticed regular meeting of the Community Bridges Board of Directors Governance Committee held on March 8, 2013 the following resolution was made.

Whereas the Board discussed on **Community Bridges/Lift Line TDA claim for the 13/14 fiscal year.**

Whereas the Board of Directors of Community Bridges (CB) hereby authorizes Community Bridges/Lift Line to make a claim for the 13/14 TDA funds from the Regional Transportation Commission through the City of Santa Cruz.


It is further resolved that the officers and the President/CEO and/or designees are authorized to sign any documents and take any steps necessary to fulfill the Intent of this Resolution.

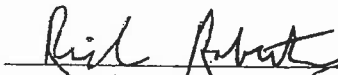

Barbara Frank, President


Rick Roberts, Secretary

VERIFICATION

Each of the undersigned declares under penalty of perjury under the laws of the State of California that the statement in the foregoing certificate are true and correct of his or her own knowledge, and that this declaration was executed on March 8, 2013, at Aptos, California.


Barbara Frank, President


Rick Roberts, Secretary

G-34

Please consider naming Community Bridges in your estate plan.



COMMUNITY BRIDGES
Puentes de la Comunidad

www.communitybridges.org

The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

**SAFETY COMPLIANCE REPORT/
TERMINAL RECORD UPDATE**

CHP 343 (Rev 6-10) OPI 062

NEW TERMINAL INFORMATION		CA NUMBER	FILE CODE NUMBER	COUNTY CODE	BED
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		39499	29134	44	
TERMINAL TYPE		CODE	OTHER PROGRAM(S)	LOCATION CODE	SUBAREA
<input type="checkbox"/> Truck <input checked="" type="checkbox"/> Bus		B		720	C44

TERMINAL NAME	TELEPHONE NUMBER (W/AREA CODE)
COMMUNITY BRIDGES	(831) 688-8840

TERMINAL STREET ADDRESS (NUMBER, STREET, CITY, ZIP CODE)
240 FORD ST WATSONVILLE CA 95076

MAILING ADDRESS (NUMBER, STREET, CITY, STATE, ZIP CODE) (IF DIFFERENT FROM ABOVE)	INSPECTION LOCATION (NUMBER, STREET, CITY OR COUNTY)
236 SANTA CRUZ AVE APTOS CA 95003-4438	

LICENSE, FLEET AND TERMINAL INFORMATION

HM LIC. NO.	HWT. REG. NO.	IMS LIC. NO.	TRUCKS AND TYPES	TRAILERS AND TYPES	BUSES BY TYPE	DRIVERS	BIT FLEET SIZE
					I- 4 II- 14	12	
EXP. DATE	EXP. DATE	EXP. DATE	REG. CT	HW VEH.	HW CONT.	PPB / CSAT	
						<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
CONSOLIDATED TERMINALS		FILE CODE NUMBER OF CONSOLIDATED TERMINALS AND DIVISION LOCATIONS BY NUMBER (Use Remarks for Additional FCNS)					
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							

EMERGENCY CONTACTS (In Calling Order of Preference)

EMERGENCY CONTACT (NAME)	DAY TELEPHONE NO. (W/AREA CODE)	NIGHT TELEPHONE NO. (W/AREA CODE)
KIRK ANCE	(831) 688-8840	(831) 212-6811
EMERGENCY CONTACT (NAME)	DAY TELEPHONE NO. (W/AREA CODE)	NIGHT TELEPHONE NO. (W/AREA CODE)
JULIE GILBERTSON	(831) 688-8840	(831) 461-0816

ESTIMATED CALIFORNIA MILEAGE FOR THIS TERMINAL LAST YEAR (2011)

A UNDER 15,000	B 15,001 - 50,000	C 50,001 - 100,000	D 100,001 - 500,000	E 500,001 - 1,000,000	F 1,000,001 - 2,000,000	G 2,000,001 - 5,000,000	H 5,000,001 - 10,000,000	I MORE THAN 10,000,000
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OPERATING AUTHORITIES OR PERMITS

PUC	<input type="checkbox"/> T	<input type="checkbox"/> TCP	<input type="checkbox"/> PSC	MOTOR CARRIER OF PROPERTY PERMIT ACTIVE	IMS FITNESS EVALUATION
				<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
USDOT	US DOT NUMBER	<input type="checkbox"/> MC	<input type="checkbox"/> MX	REASON FOR INSPECTION	
				ANNUAL "B" BUS TERMINAL INSPECTION	

INSPECTION FINDINGS INSPECTION RATINGS: S = Satisfactory U = Unsatisfactory C = Conditional UR = Unrated N/A = Not Applicable

REQUIREMENTS	VIOL	MAINTENANCE PROGRAM	DRIVER RECORDS	REG. EQUIPMENT	HAZARDOUS MATERIALS	TERMINAL
MAINTENANCE PROGRAM	1	1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 2 3 4	1 S 2 S 3 S 4 S
DRIVER RECORDS	1	No. 6 Time 1.5	No. 13 Time 1.5	No. 6 Time 5.0	TIME	TOTAL TIME
DRIVER HOURS		HAZARDOUS MATERIALS	CONTAINERS/TANKS	VEHICLES PLACED OUT-OF-SERVICE		
		<input checked="" type="checkbox"/> No H/M Transported <input type="checkbox"/> No H/M violations noted	No. Time	Vehicles Units		

REMARKS
MAINTENANCE PROGRAM
13 CCR 1232(a) Carrier does not systematically inspect and maintain vehicles at regular intervals as required. Your inspection and maintenance records indicate that inspection and maintenance intervals are being exceeded. You are directed to adhere to inspection and maintenance intervals for vehicles under your control. Carrier specified a safety inspection is completed at a 90 interval. Bus number 767 was inspected on 12/5/11 and 5/31/12, Bus number 769 was inspected on 12/8/11 and on 5/3/12, Bus number 768 was last inspected on 7/27/12.

BIT	NON - BIT	FEE DUE	CHP 343	CHP 1000 COL.	INSPECTION DATE(S)	TIME IN	TIME OUT
<input type="checkbox"/> I <input type="checkbox"/> R <input checked="" type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/>		11/26/2012		

INSPECTED BY (NAME(S))	ID NUMBER(S)	SUSPENSE DATE
J. R. BARRIOS	A10027	<input type="checkbox"/> Auto <input checked="" type="checkbox"/> None

MOTOR CARRIER CERTIFICATION

I hereby certify that all violations described hereon and recorded on the attached pages (2 through 7), will be corrected in accordance with applicable provisions of the California Vehicle Code and the California Code of Regulations. I understand that I may request a review of an unsatisfactory rating by contacting the Motor Carrier Safety Unit Supervisor at (805) 549-3261 within 5 calendar days of the rating.

CURRENT TERMINAL RATING	CARRIER REPRESENTATIVE'S SIGNATURE	DATE
SATISFACTORY	<i>Julie Gilbertson</i>	11/26/2012
CARRIER REPRESENTATIVE'S PRINTED NAME	TITLE	DRIVER LICENSE NUMBER STATE
JULIE GILBERTSON	H/R DIRECTOR	

6-35

CONTINUATION

CHP 343-1 (REV 10-97) OPI 062

DATE	11/26/12	THIS IS A CONTINUATION OF CHP 343
CARRIER NAME	COMMUNITY BRIDGES	CA NUMBER 39499
ADDRESS	240 FORD ST WATSONVILLE CA 95076	FC NUMBER 29134

REMARKS

MAINTENANCE PROGRAM Cont.

Refer to ASPEN report number CA3BH0001192 through CA3BH0001197 for vehicle inspection information

DRIVER RECORDS

13 CCR 1213(k)(2) Carrier fails to obtain the required information from drivers, used for the first time or intermittently. A motor carrier who uses a driver for the first time or intermittently shall obtain a signed statement giving the total time on duty during the immediate preceding seven days and the time at which the driver was last relieved from duty prior to working for the motor carrier. Drivers Borba and Escobar both worked for other motor carriers and Community bridges did not request the required information prior to utilizing the services of each driver. Drivers with secondary employment and part time drivers that are employed outside this carrier are also required to provide this information.

Other than noted violations, Carrier was found to be in compliance and a terminal safety compliance rating of satisfactory has been assigned.

The following documents were reviewed during this inspection.

1. Drivers time keeping records
2. Drivers DMV pull notice records
3. Drivers daily vehicle inspection reports
4. Drivers proficiency records
5. Vehicle maintenance and repair records

6-36

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.0.1C



CHP 407F/343A-Aspen
California Highway Patrol
Questions regarding this report may be direct
the telephone number listed below.
Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001193
Inspection Date: 11/26/2012
Start: 8:45:00 AM PT End: 9:15:00 AM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVE
APTOS, CA 950034438

USDOT#:

Phone#: 831-6888840

MC/MX#:

Fax#:

State#: 39499

Location: 240 FORD ST WATSONVILLE

Highway:

County: SANTA CRUZ, CA

MilePost:

Origin:

Destination:

Driver:

License#:

Date of Birth:

CoDriver:

License#:

Date of Birth:

Shipper:

Bill of Lading:

Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2008	CA	6CZD483	769	1FD4E45S48DA05660				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
393.75C	27465(b)(2)	VCI/002N			N	N	Tire tread depth less than 2/32 inch at axle 2 right inner tire.

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: No Data for Special Checks.

State Information:

Odometer: 126261; File Code Number: 29134; Fuel Type: D; WC Passenger Capacity: 2; Passenger Capacity: 15; Bus Type: 1; Beat/Sub Area: C44; Veh #1 Type: 12; Pre-Cleared Vehicle: N; Regulated Vehicle: N;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____

6-37

Report Prepared By:
J. BARRIOS

Badge #: A10027 Copy Received By:

Page 1 of 1



CA CA3BH0001193

X _____

X _____

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.0.1c



CHP 407F/343A-Aspen
California Highway Patrol
Questions regarding this report may be direct
the telephone number listed below.
Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001192
Inspection Date: 11/26/2012
Start: 8:00:00 AM PT End: 8:45:00 AM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVE
APTOS, CA 950034438

USDOT#:
MC/MX#:
State#: 39499

Phone#: 831-688-8840
Fax#:

Location: 240 FORD ST WATSONVILLE
Highway:
County: SANTA CRUZ, CA

MilePost:
Origin:
Destination:

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:
Shipper:
Bill of Lading:
Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GWWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2008	CA	6CZD481	767	1FD4E45S38DA01423				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS: No Violations Were Discovered.

HazMat: No HM Transported.

Placard: No **Cargo Tank:**

Special Checks: No Data for Special Checks.

State Information:

Odometer: 106610; File Code Number: 29134; Fuel Type: D; WC Passenger Capacity: 2; Passenger Capacity: 15; Bus Type: 1; Beat/Sub Area: C44; Veh #1 Type: 12; Pre-Cleared Vehicle: N; Regulated Vehicle: Y;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____

6-38

Report Prepared By:
J. BARRIOS

Badge #: A10027 Copy Received By:

Page 1 of 1



X _____

X _____

CA CA3BH0001192

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.0.10



CHP 407F/343A-Aspen
California Highway Patrol
Questions regarding this report may be direct
the telephone number listed below.
Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001195
Inspection Date: 11/26/2012
Start: 10:00:00 AM PT End: 10:45:00 AM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVE
APTOS, CA 950034438

USDQT#:
MC/MX#:
State#: 39499

Phone#: 831-688-8840
Fax#:

Location: 240 FORD ST WATSONVILLE
Highway:
County: SANTA CRUZ, CA

MilePost:
Origin:
Destination:

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:
Shipper:
Bill of Lading:
Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2007	CA	6CZD479	759	1FDWE35L97DB36867				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
390.21A	27900(a) VC	1	N		N	N	Company name or trademark required on both sides of vehicle. (Right side missing)

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: No Data for Special Checks.

State Information:

Odometer: 85540; File Code Number: 29134; Fuel Type: D; Passenger Capacity: 11; Bus Type: 2; Beat/Sub Area: C44; Veh #1 Type: 12;
Pre-Cleared Vehicle: N; Regulated Vehicle: Y;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____

6-39

Report Prepared By:
J. BARRIOS

Badge #: A10027
Copy Received By:

Page 1 of 1



CA CA3BH0001195

X _____ X _____

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2,14.0.1C



CHP 407F/343A-Aspen
California Highway Patrol
 Questions regarding this report may be direct
 the telephone number listed below.
 Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001194
Inspection Date: 11/26/2012
Start: 9:15:00 AM PT **End:** 10:00:00 AM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
 236 SANTA CRUZ AVE
 APTOS, CA 950034438

USDOT#:

Phone#: 831-688-8840

MC/MX#:

Fax#:

State#: 39499

Location: 240 FORD ST WATSONVILLE

Highway:

County: SANTA CRUZ, CA

MilePost:

Origin:

Destination:

Driver:

License#:

State:

Date of Birth:

CoDriver:

License#:

State:

Date of Birth:

Shipper:

Bill of Lading:

Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2008	CA	6CZD482	768	1FD4E45S38DA05651				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
393.24B/R	24408(a) VC	1	N		N	N	High-beam indicator inoperative

HazMat: No HM Transported.

Placard: No **Cargo Tank:**

Special Checks: No Data for Special Checks.

State Information:

Odometer: 121171; **File Code Number:** 29134; **Fuel Type:** D; **WC Passenger Capacity:** 2; **Passenger Capacity:** 15; **Bus Type:** 1; **Beat/Sub Area:** C44; **Veh #1 Type:** 12; **Pre-Cleared Vehicle:** N; **Regulated Vehicle:** Y;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____ **Title:** _____ **Date:** _____

6-40

Report Prepared By:
 J. BARRIOS

Badge #: A10027 **Copy Received By:**

Page 1 of 1



CA CA3BH0001194

X _____

X _____

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.0.10



CHP 407F/343A-Aspen
California Highway Patrol
Questions regarding this report may be direct
the telephone number listed below.
Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001196
Inspection Date: 11/26/2012
Start: 10:45:00 AM PT End: 11:30:00 AM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVE
APTOS, CA 950034438

USDOT#:
MC/MX#:
State#: 39499

Phone#: 831-688-8840
Fax#:

Location: 240 FORD ST WATSONVILLE
Highway:
County: SANTA CRUZ, CA

MilePost:
Origin:
Destination:

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:
Shipper:
Bill of Lading:
Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2007	CA	6CZD484	758	1FDWE35LX7DB36862				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
390.21A	27900(a) VC	1	N		N	N	Company name or trademark required on both sides of vehicle (Left side missing)

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: No Data for Special Checks.

State Information:

Odometer: 62165; File Code Number: 29134; Fuel Type: D; WC Passenger Capacity: 2; Passenger Capacity: 10; Bus Type: 2; Beat/Sub Area: C44; Veh #1 Type: 12; Pre-Cleared Vehicle: N; Regulated Vehicle: Y;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____

6-41

Report Prepared By:
J. BARRIOS

Badge #:
A10027

Copy Received By:

Page 1 of 1



CA CA3BH0001196

X _____

X _____

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.0.1C



CHP 407F/343A-Aspen
California Highway Patrol
Questions regarding this report may be direct
the telephone number listed below.
Phone: (805) 549-3261 Fax: (805) 541-2871

Report Number: CA3BH0001197
Inspection Date: 11/26/2012
Start: 11:30:00 AM PT End: 12:15:00 PM PT
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVE
APTOS, CA 950034438

USDOT#:
MC/MX#:
State#: 39499

Phone#: 831-688-8840
Fax#:

Location: 240 FORD ST WATSONVILLE
Highway:
County: SANTA CRUZ, CA

MilePost:
Origin:
Destination:

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:
Shipper:
Bill of Lading:
Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	FORD	2008	CA	6CZD480	766	1FD4E45S28DA01400				

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	DISC	DISC

VIOLATIONS: No Violations Were Discovered.

HazMat: No HM Transported.

Placard: No **Cargo Tank:**

Special Checks: No Data for Special Checks.

State Information:

Odometer: 128264; File Code Number: 29134; Fuel Type: D; WC Passenger Capacity: 2; Passenger Capacity: 15; Bus Type: 1; Beat/Sub Area: C44; Veh #1 Type: 12; Pre-Cleared Vehicle: N; Regulated Vehicle: Y;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: _____

Title: _____

Date: _____

Report Prepared By:
J. BARRIOS

Badge #:
A10027

Copy Received By: _____

Page 1 of 1



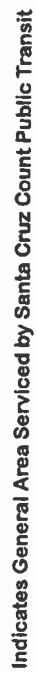
CA CA3BH0001197

X _____

X _____

6-42

Legend



pacific

New sponsor rescues Elderday: Community Bridges takes over adult day health care center from Salud

By Donna Jones
Santa Cruz Sentinel

Posted: 04/30/2013 06:30:54 PM PDT

SANTA CRUZ – The Lift Line vans started rolling into the parking lot on Pioneer Street about 10 a.m. Tuesday, and continued for the next 30 minutes or so, dropping off dozens of seniors, many using walkers or riding in wheelchairs.

Elderday staff rushed out to greet the arrivals, escorting them one by one into the adult day health care center.

For the next four to five hours, the staff would monitor medical conditions, dispense medications, oversee physical and occupational therapies, and serve snacks and lunch. For 120 mostly elderly clients with physical or mental impairments, the center is a lifeline that has kept them out of nursing homes.

It was almost snatched away due to state budget cuts. But after years of financial uncertainty, Elderday's future appears more secure after a transfer of the program from Salud Para La Gente to Community Bridges in April.

"We've been through so much, and were afraid we were going to close," said social worker Manuel Coto. "We're just thankful Community Bridges stepped in."

Sam Storey, the nonprofit's chief executive officer, described the move as a "homecoming."

Community Bridges sponsored the program for more than two decades, starting in 1982. But Storey said, like most nonprofit programs, Elderday ran on a "shoestring," and in 2004 Community Bridges handed off the program to Salud, which qualified for a higher Medi-Cal reimbursement rate.

"We were always just trying to make that budget work year to year," Storey said. "We were getting \$68 (a day per Medi-Cal client) back then. Salud was able to get \$106. That was our principal motivation."

At peak funding, Salud was receiving \$120 per client per day, but then the state budget crisis hit. Eligibility criteria was tightened and the state slashed the reimbursement rate to \$76. Across California, adult centers began to close. In November, facing a \$200,000 shortfall, Salud's board considered closing Elderday, but held off to explore other options.

Marc Pimentel, president of Salud's board, said Elderday's financial pressures were putting the nonprofit's core health programs at risk.

"All of our intentions, first and foremost, was to maintain services," Pimentel said. "That was our primary goal, and Salud was not going to be able to maintain them."

That's when talks began with Community Bridges. Because the nonprofit also operates Lift Line, it was able to realize some savings in administrative efficiency. Elderday's landlord, Ow Family Properties, agreed to reduce the rent.

But the shift hasn't been painless. Coto and other staff members saw their hours and wages cut, representing as much as a 30 percent loss in income, Storey said. Despite the hardship, few workers elected to leave.

Coto, the social worker, and his co-workers talked about how much the program means to participants, how attached they are to their clients.

Coto, a father of two, said the pay cut hurt, and his family will have to cut back. But he wants to stay. The important thing, he said, is services have remained the same.

"I took the hit, and am going to see if I can stand," Coto said. "I'm a little wobbly."

Follow Sentinel reporter Donna Jones on Twitter at [Twitter.com/DonnaJonesSCS](https://twitter.com/DonnaJonesSCS)

G-44