

November, 2017

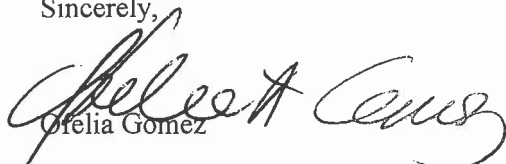
Dear Santa Cruz County Regional Transportation Commission,

"My wish is that everybody could say, 'That has never happened to me'." - Ofelia Gomez
The premise is that people with Walkers can be considered disabled.

In Santa Cruz:

As a senior, and disabled student of Cabrillo College, making this many trips per week, I recommend that Metro prioritize the following services. Based on the new \$40/semester fee imposed on Cabrillo students, I recommend that more than one bus be assigned from Santa Cruz to the Dominican Hospital. As it stands, the 71 bus is the only one that goes to the Dominican Hospital. It needs to come earlier than 6:45am, at least at 6:20am, to be at the Dominican Hospital for the patients' early appointments. With the current schedule, the bus does not arrive at Dominican by 7:00am. If patients miss appointments, they are charged a late fee. ParaCruz is much too expensive for a long trip. It is important that the 71 bus come early on weekends because many people work early or have early appointments at the hospital on the weekends.

Sincerely,

A handwritten signature in black ink, appearing to read "Ofelia Gomez", written over a horizontal line.

Senior and Disabled Advocacy Project

Neary Lagoon Apartments

Nov. 14, 2017

Grace Blakeslee

From: Grace Blakeslee
Sent: Monday, November 13, 2017 3:24 PM
To: 'Becky Steinbruner'
Subject: RE: Wondering About October 10 E & D TAC Minutes Sent to the RTC Board

Dear Ms. Steinbruner,

Thank you for your comment regarding the October 10, 2017 E&D TAC minutes. Yes, it is customary to submit the draft minutes to the RTC at the RTC meeting following the E&D TAC meeting, when possible. This provides the opportunity for the RTC to be aware of actions taken at the E&D TAC committee in a timely manner. Committee minutes are intended to report action items and may also include a general summary of the discussion.

As you noted, the draft October 10, 2017 E&D TAC minutes are on the November 14, 2017 E&D TAC meeting agenda (Item #5). I will provide the written comments you provided below to the E&D TAC as a comment on Item #5.

Grace

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Grace Blakeslee, Transportation Planner
RTC | 831.460.3219

From: Becky Steinbruner [<mailto:ki6tkb@yahoo.com>]
Sent: Monday, November 13, 2017 2:06 AM
To: Grace Blakeslee
Cc: Becky Steinbruner
Subject: Wondering About October 10 E & D TAC Minutes Sent to the RTC Board

Dear Ms. Blakeslee,

I attended the November 2 RTC Board meeting and noticed that the minutes for the Elderly & Disabled Transportation Advisory Committee had been submitted to the Board. Is it customary to submit the minutes to the Board before the Committee has approved them?

I noted that the minutes are missing the explanation by Public Works Assistant Director Mr. Steve Wiesner that sidewalks do not have to comply with ADA requirements for slope. The minutes accepted and approved by the Board also were missing the explanation by Mr. Ciro Aguirre, Metro Operations Official, that the reason the #71 Inbound bus stop is being moved is to create more on-street parking space for the Aptos Village businesses.

I see that the E & D TAC agenda includes approving the October 10, 2017 minutes. I would like to ask that the two pieces of missing information that I have just described be added to the minutes and the minutes amended.

Here is the YouTube video link for that discussion portion of the meeting :
"E&D TAC Meeting 10/10/17" <https://youtu.be/gjBxHAOY15E>

Thank you.
Sincerely,
Becky Steinbruner

California State Rail Plan

Santa Cruz County Regional Transportation Commission

November 13, 2017



Overview: Division of Rail & Mass Transportation

– Mass Transit Funding Programs

- Federal Transit Grants & Procurement
- State Transit Programs
- Cap & Trade Funding



– Passenger Rail Program

- Rail Planning & Support
- Capital Projects
- Rail Equipment Procurement



Overview: Building Blocks of a Network

Amtrak + Connecting Bus



High Speed Rail



Overview: Passenger Rail Network Integration

Meeting
Customer
Expectations

Synchronized
Timetables

Integrated
Mobility
Solution

Co-opetition

Strategic
Planning

Consensus
Vision











Rail Plan Vision: Network Goals

- **Connect California's communities**
 - Expand rail system and access across state
 - Develop emerging regional rail networks
- **Mode share shift**
 - Increase rail share of travel market
 - Leverage freight rail capacity enhancements
- **Efficiency and effectiveness**
 - More intensive utilization
 - Infrastructure savings
 - Higher frequencies



Rail Plan Vision: Statewide Travel Competitiveness

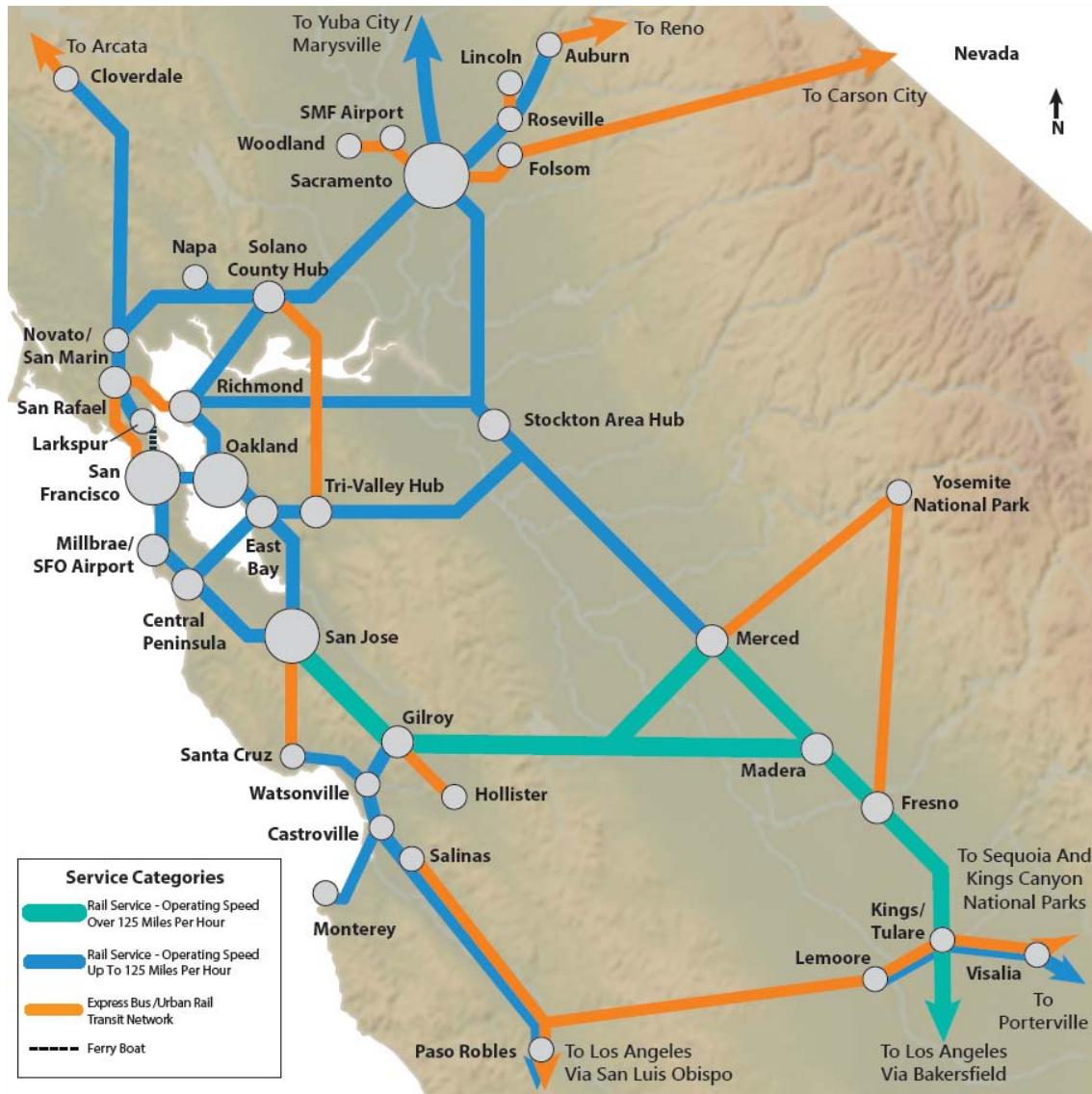
Los Angeles to San Francisco	 <2.7 Hours	 3.5 Hours	 >5.5 Hours
San Jose to San Diego	 <4 Hours	 3.5 Hours	 >7 Hours
Ontario to Sacramento	 <4 Hours	 3.5 Hours	 >6.5 Hours
Fresno to San Francisco	 <2 Hours	 3 Hours	 >3 Hours

Rail Plan Vision: Passenger Rail Key Features



- Integrated Statewide Network
 - **High Speed Rail**
 - **Intercity and Regional Services**
 - **Integrated Express Bus**
- Multimodal connection points
 - **Regular pulsed service**
 - **Key hubs**
 - **Mass Transit Connections**
- Auto and air competitive

Rail Plan Vision: Northern California



Rail Plan Vision: Southern California



Example of an Integrated Network - Wetzikon



Example of an Integrated Network - Wetzikon



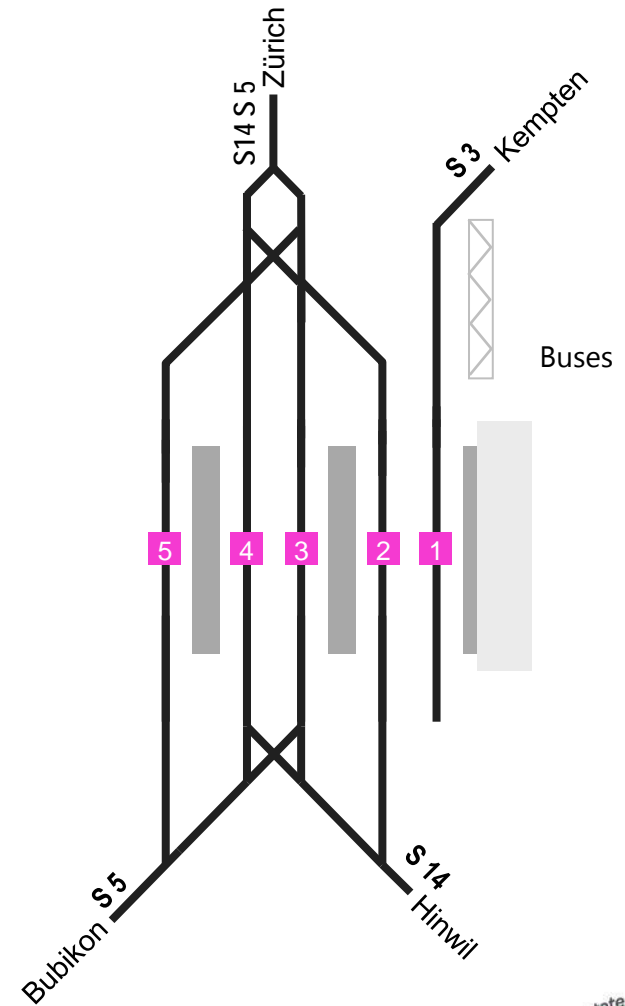
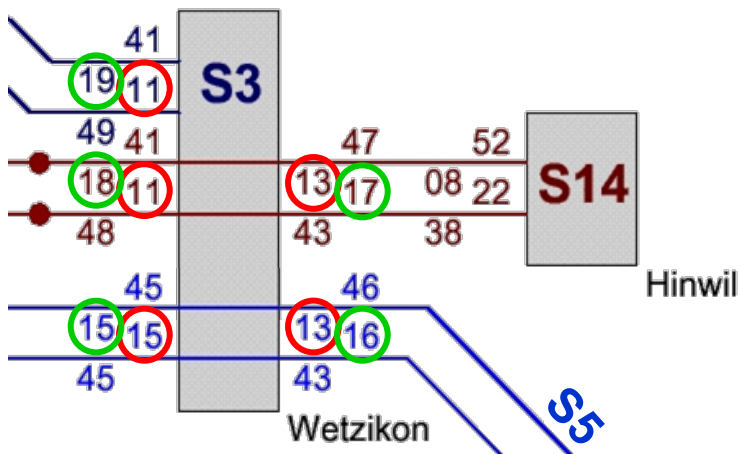
- Multimodal Connectivity:
 - Facilitates Bus-Rail connections
- Transfers occur half-hourly at minutes 15 and 45
- Connections between 3 regional rail lines and 12 bus lines

– Network Map

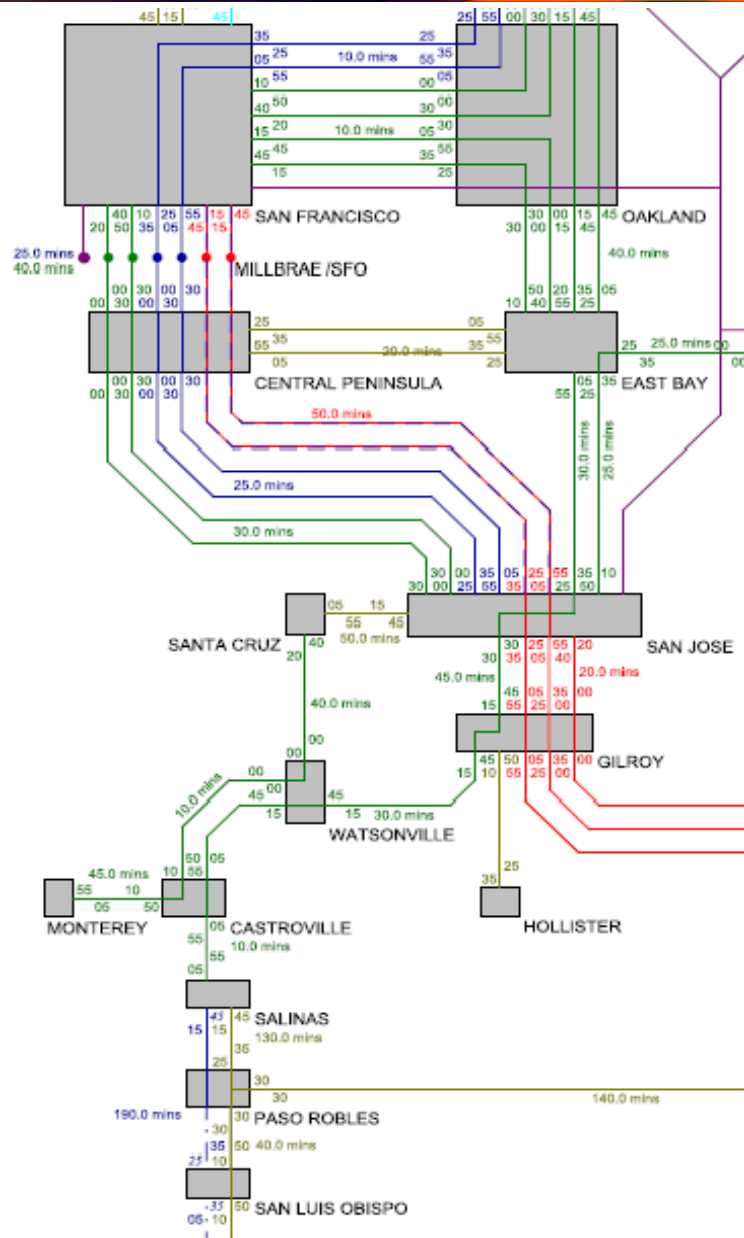


Example of an Integrated Network - Wetzikon

1. Buses arrive in advance of the trains
2. Trains arrive in the station
3. All services are in the station
4. Trains depart from the station
5. Buses depart from the station

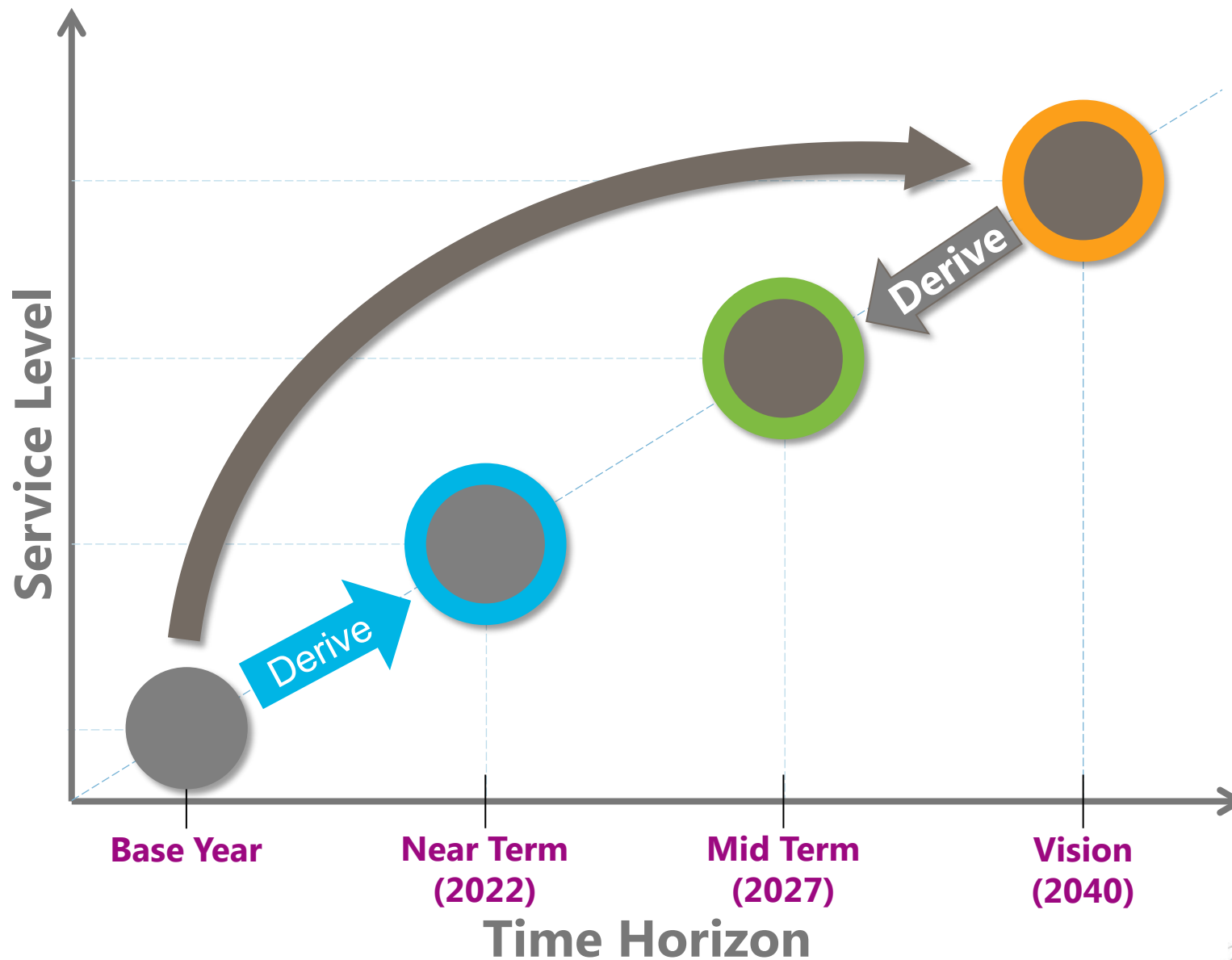


Rail Plan Vision: Service Goals



- **Santa Cruz – S. Jose**
 - Hourly Express Bus
- **Santa Cruz - Pajaro**
 - Hourly Regional Rail
- **San Jose – Salinas**
 - Hourly Regional Rail
- **Santa Cruz - MRY**
 - Hourly Regional Rail

Investment Strategy: Phasing of the Vision Plan



Investment Strategy: Passenger Network

2022 Short Term Plan:

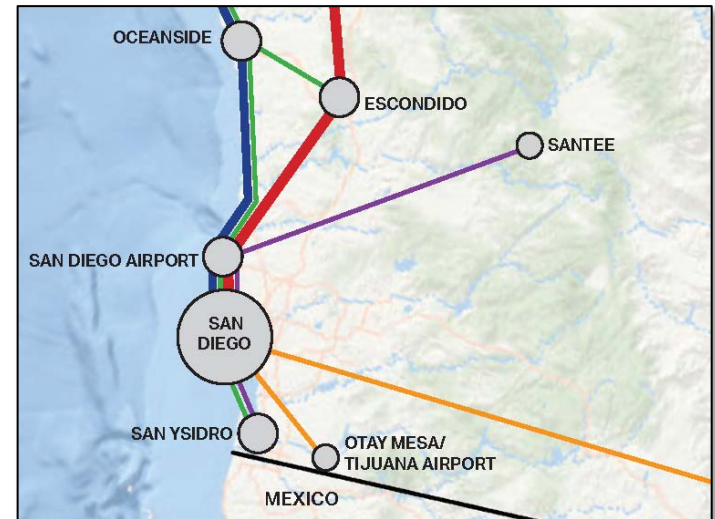
- Planned & committed projects
- Service Implementation Planning
- Integrated ticketing investments

2027 Mid-Term Plan:

- Funding Reasonably Expected
- Full utilization of existing capacity
- High Speed: Valley to Valley
- Connectivity improvements
- Fully develop integrated ticketing

2040 Long-Term Vision

- High Speed Rail Phase I (2029)
- Investments for Full Service Goals
- Regional network implementation



Near-Term Tools Supporting Rail Plan Vision

1. State Funding Priority on Transit-Rail Integration

- Focus of cap and trade funding for transit and rail
- Guiding future interregional project selection

2. Improved Existing Services

- Improved network planning & operations
- Significantly increased capital investment

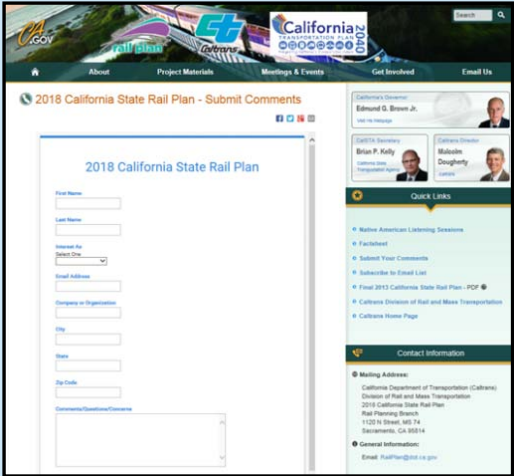
3. Improved Customer Experience

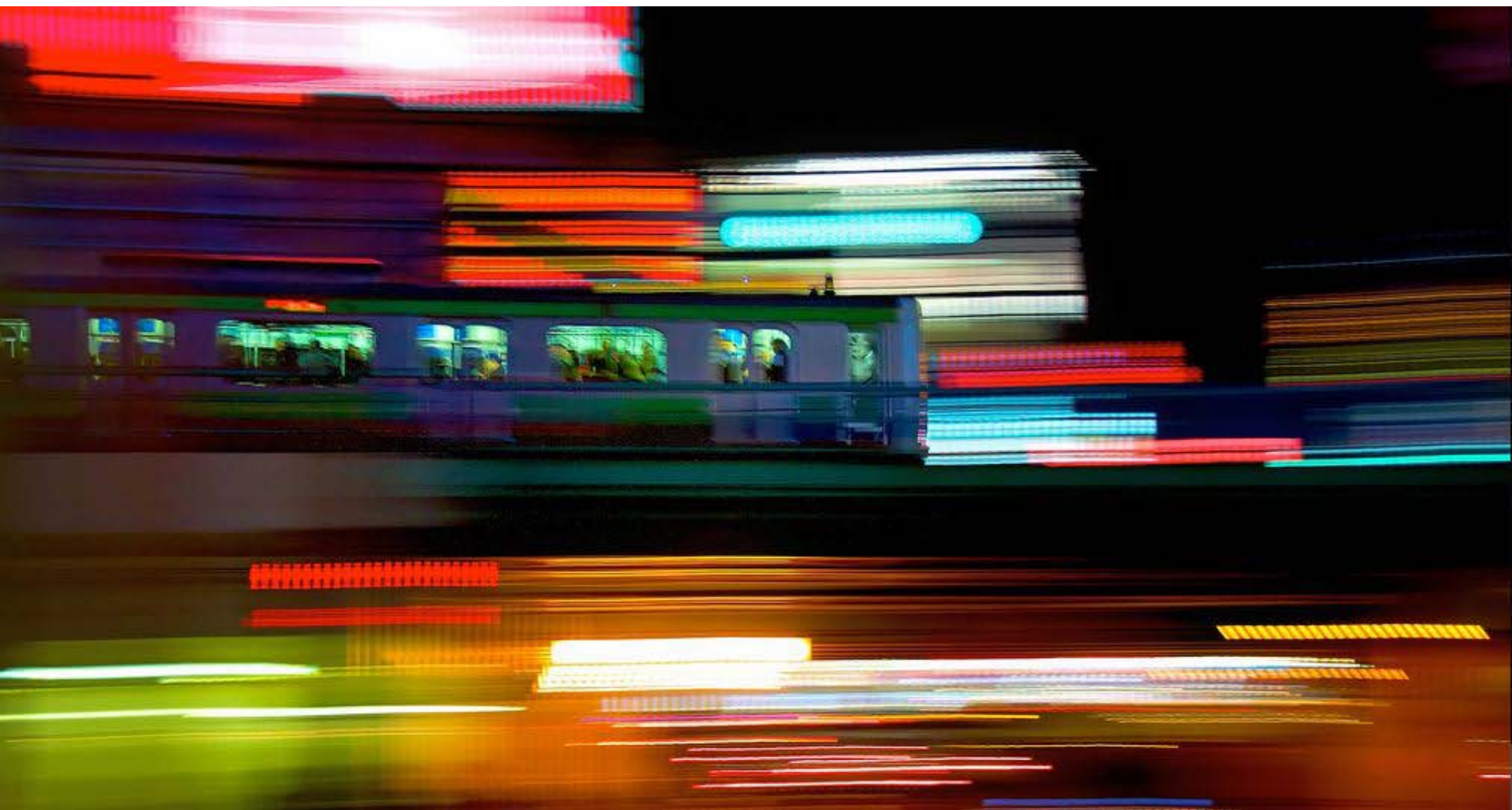
- Next generation smart cards and mobile ticketing
- More extensive ticketing and service integration

4. Long Range Planning with Vision in Mind

- Not-to-preclude framework for planning and investment
- Regional strategic planning focused on future service goals

Project Schedule

Project Milestones	Timeframe
<p>Public Comment Period</p> <p>Online: www.californiastaterailplan.com</p> <p>Public Workshops on Draft CSRP</p> <p>Fresno: October 30</p> <p>Oakland: November 1</p> <p>Sacramento: November 7</p> <p>San Diego: November 13</p> <p>San Bernardino: November 14</p> <p>Los Angeles: November 15</p> <p>Webinar: December 6</p> <p>CTC Comments: December 7</p>	<p>October 11- December 11</p> 
Revision of Draft	Winter 2017
CalSTA Approval, FRA Review Submittal to Legislature	Winter 2017/ Spring 2018



Questions?