



Santa Cruz County Regional Transportation Commission's

Elderly & Disabled Transportation Advisory Committee

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

AGENDA

1:30 pm, Tuesday, November 8, 2011

(postponed from Oct 11, 2011)

1523 Pacific Avenue, Santa Cruz

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

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

5. Approve Minutes from August 9, 2011 meeting
6. Receive Transportation Development Act (TDA) Revenues Report as of Sep 2011
7. Receive RTC Highlights through Oct 2011
8. Monterey County Taxi Authority Update
9. Information Items (to be circulated at meeting)
 - a. Sentinel article 10/7/11 titled [Ticket to Ride](#) about the Volunteer Center's transportation program
 - b. Pogonip Master Plan - Master Plan Amendment and New East Multi-Use Trail Mitigated Negative Declaration and Initial Study by the City of Santa Cruz. The deadline for comments is November 28, 2011. The documents can be found here: <http://cityofsantacruz.com/index.aspx?recordid=360&page=36>
 - c. Project Action article on Transportation and Health/Wellness Connection: http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_study_transportation_access_health&autologin=true
10. Receive Agency Updates (other than items on the regular agenda)
 - a. Volunteer Center
 - Receive 3rd Quarter Report
 - b. Community Bridges/CTSA
 - Receive 4th and Year End FY2010-2011 TDA Reports

- c. Santa Cruz Metropolitan Transit District (Metro)
 - ParaCruz Operations Status Report: April - September 2011
 - Accessible Services Report: August – October 2011
- d. Santa Cruz County Regional Transportation Commission
 - Sustainability Elements to include in next RTC Update, Nov 17, 6-8 pm
 - Designing for Bicycle and Ped Safety Wksp, Dec 6, 8:30am–4:30pm
 - Sanctuary Scenic Trail Workshops, Dec 13-15, 6-8 pm
- e. Private Operators

REGULAR AGENDA

- 11. Consideration of Mobility Restraining Device for Fixed Route Buses – Metro Staff
 - a. Staff Report
 - b. Demo vehicles will be available, if possible
- 12. Recommendations on 2012 Regional Transportation Improvement Program Funding – RTC Staff
- 13. Input on Draft RTC Legislative Agenda – RTC Staff
- 14. Receive Pedestrian Safety Work Group Outreach Campaign Update - Chair
 - a. Hazard Report Update and Demo
 - b. Outreach Campaign
- 15. Review December meeting topics and need for meeting
- 16. Adjourn

Next meeting: **December 13, 2011** at **2:30** pm @ RTC office *(shift meeting hours ?)*

Future Topics: Complete Streets guidelines, Metro bus and ParaCruz budget and service impacts, Pedestrian Improvements near Activity Centers/Bus Stops, Transit Service to Frederick Street and other activity centers

HOW TO REACH US

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**Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
Social Service Transportation Advisory Council
Paratransit Advisory Council Meeting**

MINUTES-DRAFT

Tuesday, August 9, 2011

1. Call to Order

John Daugherty called the meeting to order at 1:34 pm

2. Introductions

Members Present:

Hal Anjo, Social Service Provider-Seniors (County)
Sharon Barbour, 5th District
Lisa Berkowitz, CTSA-Community Bridges
Donella Bloebaum, 2nd District
Debbi Brooks, Persons of Limited Means (Volunteer Center)
John Daugherty, Metro
Veronica Elsea, 3rd District
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)
Patti Shevlin, 1st District

Alternates Present:

Kirk Ance, CTSA Lift Line
April Warnock, SCMTD

Staff Present:

Cathy Judd
Karena Pushnik
Rachel Moriconi

Others Present:

Tove Beatty, SCMTD
Robert Cotter, SCMTD
Lynn Gallagher, Resident of La Posada
Catherine Patterson Valdez, Former
Community Bridges Representative

3. Oral Communications

Veronica Elsea requested to receive the E&D TAC agenda packet materials in PDF format and requested that a separate file (not link) be sent to her email.

Lynn Gallagher made known that she would like METRO to reinstate direct bus route service for La Posada residential facility. Ms. Gallagher said that 75 people including Dominican Rehabilitation Center, and Gault St Apartment residents, attended a METRO meeting at the City of Santa Cruz Council Chambers, voiced their disappointment that METRO has not taken action, and understands that METRO has roadblocks that prohibit expansion of services. Patti Shevlin said that she feels it would be easy to install bus facilities on Gault Street. Karena Pushnik said that given the current METRO financial situation resulting in a decrease in service, METRO would probably only be responsive to a proposal to shift other services to this area. She said that the E&D TAC could develop a proposal and feels that there is a better chance for changes to service if the E&D TAC approached it in this fashion.

John Daugherty reminded members that at the April 2011, E&D TAC meeting the committee approved a letter to METRO of its proposed 12% cut in service and since then the cut reduced to 7% and takes effect in September.

Lisa Berkowitz informed members that Meals-on-Wheels is participating in a focus group analyzing bus ridership in Watsonville and will share results with the E&D TAC. She feels that a combination of service between Paratransit and dial-a-ride has potential and that the E&D TAC should discuss this at a future meeting. Tove Beatty told members that this was part of the METRO Watsonville Transit Study report to be available in March 2012.

Karena Pushnik announced that the RTC is opening a shared satellite office with the Air District. The office is located on the fourth floor in the new Watsonville City Government Building at 250 Main Street. She told members that the office would be open on a limited hourly basis and invited all E&D TAC members to the ribbon cutting ceremony for August 16, 2011 at 11:00am.

Sharon Barbour asked if it would be possible for METRO to create a smartphone app that includes bus schedules only. Tove Beatty said she would look into it.

4. Additions and Deletions

Karena Pushnik supplied a handout from Kirk Ance for Item 13b.

John Daugherty asked to pull items 11, 13b, and 13d from the Consent Agenda.

CONSENT AGENDA

Action: The motion (French/Berkowitz) -- to approve and accept the consent agenda with Items 11, 13b, and 13d pulled for discussion during the Regular Agenda -- carried with Veronica Elsea abstaining.

- 5. Approved Minutes from April 12, 2011 meeting**
- 6. Received Transportation Development Act Revenues Report as of June 2011**
- 7. Received RTC Highlights through June 2011**
- 8. Accepted 7/14/11 letter from the RTC to City of Scotts Valley in support of Vine Hill Elementary sidewalk construction project**
- 9. Received 4/20/11 letter from the E&D TAC to Santa Cruz Metro regarding the 12% Service Cut proposal**
- 10. Accepted Robert White Resignation**
- 11. Accepted Catherine Patterson Valdez Resignation**
- 12. Received Information Items**
 - a. Article: Planning for Accessible Communities, 7/10/11 Santa Cruz Sentinel
 - b. Spotlight on Veronica Elsea, 7/7/11 Good Times
 - c. Accepted article on Mobility Training for Senior in Indiana, 7/14/11 Indy-Go
 - d. Note from Community Bridges with their annual Report, expressing gratitude to the RTC for being a key partner
- 13. Received Agency Updates**
 - a. Volunteer Center**
 - Receive 3rd Quarter Report
 - b. Community Bridges/CTSA**
 - Receive E&D TAC requested documentation regarding un-served riders
 - c. Santa Cruz Metropolitan Transit District (METRO)**
 - Article about new ParaCruz vehicles by GM Les White in 3/1/11 Bus Ride
 - ParaCruz Operations Status Report: April, May & June 2011
 - Final Bus Route Cuts – 8%
 - d. Santa Cruz County Regional Transportation Commission**
 - Back on Track: Rail Acquisition Celebration?
 - New Website
 - e. Private Operators**

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REGULAR AGENDA

11. Accepted Catherine Patterson Valdez Resignation

John Daugherty gave a detailed report of Catherine Patterson Valdez' many accomplishments during her employment with Community Bridges and thanked her for her five years of service to the E&D TAC. Catherine Patterson Valdez thanked the committee for all their help and support.

Karena Pushnik mentioned that the RTC recently received notification that the Section 5310 Grant Application submitted by Ms. Valdez secured two new large and six new medium buses, 21 two-way radios, 6 new computers and a new network and Trapeze Mapping System.

13b. Community Bridges/ CTSA -Receive documentation regarding un-served riders

Kirk Ance provided committee members with requested information regarding un-served Transportation Development Act (TDA) - funded rides. Mr. Ance said that the information, taken from the 1st, 2nd, and 3rd Quarter FY10-11TDA claim, was requested during the April 2011 E&D TAC meeting.

Mr. Ance mentioned that the number of un-served rides has increased but could not explain why. He mentioned that Elderday is expected to close on December 1, 2011 and that, based on Community Bridges providing approximately 80 rides per day to that site, un-served ride numbers would decrease. Elderday is trying to figure out how to continue service.

Karena Pushnik said that the E&D TAC request to furnish information about un-served rides for the next fiscal year was a condition for approving the last TDA claim. Ms. Pushnik requested more information about the high number of no shows for Elderday and whether it was due to a specific incident. Mr. Ance responded that Elderday books more rides than Community Bridges could accommodate because there are a certain number of clients that will cancel. Kirk Ance also discussed the information provided for Lift Line Medical applications mailed and Taxi Scrip sold. Veronica Elsea asked if the information included the number of applications approved. Mr. Ance replied that Community Bridges denies less than 5% applications.

Action: The motion (Elsea/Shevlin) to receive the information as presented per the TDA Claim presented in April 2011 regarding un-served riders -- carried with Kirk Ance abstaining.

13d. Santa Cruz County Regional Transportation Commission - Back on Track: Rail Acquisition Celebration

Karena Pushnik informed members that the acquisition of the Santa Cruz Branch Rail Corridor is delayed due to a snag with federal Surface Transportation Board. Because of this delay, escrow has not yet closed and the planned celebration on September 10, 2011 is on hold. Ms. Pushnik said the RTC would announce a new date for the celebration once the application approval from the STB and close of escrow takes place.

- New Website

Karena Pushnik announced that the RTC launched its new website and requested feedback from E&D TAC members. She mentioned that the RTC has not done any public outreach yet. John Daugherty suggested addition of content on the page for Seniors and Accessible Transportation Services saying that he would like to see a link to METRO's website after the link to the RTC's Guide to Specialized Transportation Services for Seniors and People with Disabilities.

Action: The motion (Elsea/Shevlin) to receive the information as presented -- carried.

14. Approve Recommendation to Regional Transportation Commission of Watsonville Transportation Development Act Claim for Curb Cuts

Karena Pushnik provided an overview of the TDA claim submitted by the City of Watsonville for \$182,000 to install 52 curb ramps on various streets within the City. Ms. Pushnik mentioned that Maria Esther Rodriguez, engineer at the City of Watsonville Public Works Department, said that installing curb ramps are necessary due to new development or user need.

Hal Anjo asked if developer have any responsibility to finance or help finance installing curb ramps.

Veronica mentioned that the City generally installs curb ramps, but once installed it becomes the responsibility of the property owner to maintain. She mentioned that she learned this in her work with the Pedestrian Safety Work Group.

Action: The motion (Elsea/French) to recommend to the RTC approval of the City of Watsonville TDA claim for \$182,000 for 52 curb ramps -- carried.

15. Receive Update on Bus Stop Improvements

Robert Cotter, METRO staff gave a detailed update on bus stop improvements to date. He mentioned that METRO has been able to deliver bus improvement projects under budget, and plans to incorporate additional bus stop improvements. Tove Beatty reiterated that the project is on schedule and under budget. Robert Cotter said he would come back to the committee in 2 months with the next update about bus stop improvements.

Karena Pushnik requested more information about the new bus stop on Emeline Avenue. Tove Beatty said that the new bus stop moved 84 feet to the right of the original stop.

Veronica Elsea asked if there is any information on METRO's website that could inform sight-impaired riders how to activate lights installed at bus stops and if the lights are meant to make bus drivers aware there is a rider at the stop when it is dark. Robert Cotter said that the lights are mainly for the convenience of riders, but also will let bus driver know that riders are at the stop. He said that METRO would look into putting information on the website for sight-impaired riders.

Mr. Cotter also described the improvement project for lane 4 at the METRO Station on at Pacific Avenue saying that METRO might have to close lane 4 for about a week while construction takes place and that members can find information on the METRO website about the project and possible impact on riders and buses.

16. Identification of Priority Projects

Rachel Moriconi gave an overview of the Regional Transportation Plan (RTP) and Unmet Needs list. Ms. Moriconi said that E&D TAC members might wish to identify priority projects to balance need with funding. Ms. Moriconi said that the goal should be to develop 5-10 key projects to focus on and said that based on previous discussion with E&D TAC this list could include the following:

- Maintaining core fixed-route transit and paratransit service areas as a way to serve the greatest number of people for the lowest cost and environmental impact
- Prioritizing sidewalks/pedestrian improvements that provide universal access between transit stops and activity centers
- Filling missing bicycle and pedestrian links to high traffic residential and activity areas (e.g. Pedestrian/bicycle bridge over Highway 1 near Soquel Drive and Soquel Avenue, connecting Chanticleer and Dominican Hospital areas)

Veronica Elsea said that she considers ongoing sidewalk maintenance and pedestrian safety her highest priorities including access to and from activity centers.

Kirk Ance asked if anyone was looking in to one call/one click centers and mentioned the Veterans Transportation and Community Living Act Grant. Ms. Moriconi said that could possibly tie into the 211 program.

Lynn Gallagher mentioned that restoration of service to Gault Street and La Posada in Santa Cruz and other high density concentrations of mobility-challenged individuals, as detailed in Item #22 of the Unmet Specialized Transportation/Transit Needs List included in the packet, is her highest priority.

Patti Shevlin said that restoration of transit service to 2009 levels is her highest priority because low-income residents cannot afford the fee for ParaCruz service. John Daugherty wanted to make clear that it would be a challenge for low cost or expanded service because of cuts to METRO service. Veronica Elsea said that the E&D TAC could make a general statement that all transit systems will become important as the population grows.

In response to a question about reduction of greenhouse gases (GHG), Ms. Moriconi said that the Highway Trust Fund does not keep pace with the need and Ms. Beatty said that there is no funding for projects because goals for reduction of GHG targets were not reached.

17. Receive Pedestrian Safety Work Group Outreach Campaign Update

Veronica Elsea told members that the Pedestrian Safety Work Group is working on its outreach campaign about sidewalk maintenance and gave detailed information of the four components of campaign:

- Community Value of Good Sidewalks
- Attributes of Good sidewalks
- Maintenance responsibilities
- Report poor conditions

Ms. Elsea said that outreach to community for the campaign includes the following:

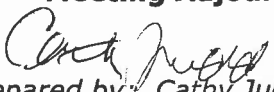
- 2 guest editorials in the Santa Cruz Sentinel
- recorded television public service announcements
- Public Service Announcements for radio stations
- pursuing slots on interview shows throughout the County
- meetings with Santa Cruz neighbors
- presentations during oral communications at all local jurisdiction meetings

Ms. Elsea asked members for ideas for additional outreach. She also mentioned that since Doug Patrick resigned, that the group is looking for new members and asked the E&D TAC what they would consider appropriate in terms of recruiting new members for the group. Sally French, a member of the Pedestrian Safety Group wanted to acknowledge all the hard work that Ms. Elsea has done. Hal Anjo voiced interest in joining the group.

Lisa Berkowitz said that presentations at the senior centers would be good idea to get the word out to secure volunteers. Hal Anjo said that the Seniors Commission started a project to track the calls received for special needs and services and that the Seniors Commission might be receptive to receiving a presentation.

Veronica Elsea also mentioned that the group is currently working on expending a grant already received for pedestrian improvements between bus stops and activity centers.

18. Meeting Adjourned at 3:20 pm


Prepared by: Cathy Judd, SCCRTC Staff

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2011-2012**

MONTH	FY10-11 ACTUAL REVENUE	FY11-12 ESTIMATE REVENUE	FY11-12 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	410,500	499,800	499,800	0	0.00%	100.00%
AUGUST	547,300	547,300	666,400	119,100	21.76%	111.37%
SEPTEMBER	819,955	779,955	699,895	-80,060	-10.26%	102.14%
OCTOBER	458,300	498,300	486,400	-11,900	-2.39%	101.17%
NOVEMBER	611,000	611,000				
DECEMBER	776,432	736,433				
JANUARY	502,700	479,259				
FEBRUARY	670,300	639,012				
MARCH	510,760	625,623				
APRIL	412,600	396,653				
MAY	605,300	579,581				
JUNE	631,612	624,034				
TOTAL	6,956,759	7,016,950	2,352,495	27,140	0.39%	34%

Note:

\\RTC\SERV2\Shared\RTC\TC2011\1111\TDA Receipts September 2011a.xlsx\FY2012



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RTC Meeting Highlights ~ Aug – Oct 2011

August 4, 2011 RTC Meeting

State and federal legislative update received:

Assemblymember Bill Monning provided updates on state legislative activities, including highlights of the state budget. The RTC also received updates on proposed provisions of the next federal transportation act and a list of state bills that could impact transportation projects and programs.

Social media policy approved:

The RTC approved a proposal to establish policies, guidelines, and standards on RTC use of social media technology. Social media is intended to disseminate information and receive public input and could be useful for a variety of the RTC's programs and projects including the Commute Solutions program, specific information campaigns, and special events. The RTC currently posts segments from its Transportation Café television show on social media outlets and will consider expansion to Facebook and other interactive sites to reach broader segments of the community.

Santa Cruz Branch Rail Line acquisition status report received:

The RTC received a status update on the branch line acquisition. The RTC is still waiting for approval from the federal Surface Transportation Board (STB) for the Branch Line purchase transaction. Congressman Farr has sent a letter to the STB Chair regarding the RTC's petition for declaratory order. RTC staff and consultants have been working on completing all of the other tasks necessary to close escrow on the purchase, however there will still be 2-4 weeks of work to complete following STB approval. Unless something happens within the next couple of days, the community celebration planned for September 10 will be postponed until after the rail line purchase is fully complete.

Monterey Bay Sanctuary Scenic Trail Network project update presented:

The RTC received a presentation on the planned bicycle/pedestrian trail network from RRM Design Group, the firm contracted to develop the Master Plan and Environmental Review document. The detailed Scope of Services includes identifying and analyzing potential alignments, preliminary design, environmental compliance, and community outreach for the development of the Trail Network Master Plan. The consultant team will be responsible for coordinating all planning tasks, including but not limited to data collection, trail mapping, opportunities and constraints analysis, public workshops, presentations to all relevant bodies, draft and final document production, and California Environmental Quality Act compliance. The first set of public meetings could take place as early this fall.

Safe on 17 Safety Corridor project 2010 annual report received:

The RTC received the 2010 Safe on 17 Annual Report which reviews the work done by the California Highway Patrol, Caltrans, RTC and Metropolitan Transportation Commission's Service Authority for Freeway Emergencies and other stakeholders to continue to improve safety on Highway 17. The 2010 Safe on 17 Program includes how coordinated efforts have resulted in extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements.

September 15, 2011 RTC Meeting

Article 8 Transportation Development Act (TDA) claim from City of Watsonville approved:

The RTC approved \$174,800 in TDA funds to the City of Watsonville for 52 curb cuts in various locations. In accordance with Americans with Disabilities law, the City of Watsonville adopted a policy that curb cuts must be installed on streets scheduled for repaving.

Options for 2012 State Transportation Improvement Program (STIP) funds considered:

The RTC indicated its intent to program \$4 million in STIP funds for the design and right-of-way phases of the 41st Ave/Soquel Auxiliary Lanes project. The Commission directed staff to issue a call for projects for up to \$9.25 million in STIP funds. The RTC will take final action on which projects will receive available state and federal funds following a public hearing scheduled for the RTC's December 1, 2011 meeting.

The RTC also directed its staff to do additional research on the FHWA's recent requirement to pay back federal funds previously spent on the environmental analysis of the Highway 1 HOV Lanes project if that, or a project tiered off that project does not move forward with right-of-way or construction by the summer of 2013.

Funding for Highway 1 Soquel/Morrissey Auxiliary Lanes project contracts approved:

The RTC approved a contract of \$1,896,360 with Parsons Brinckerhoff Americas, Inc., for construction management services and a contract of \$268,300 with Nolte Associates, Inc. for design support services for the Highway 1 Soquel/Morrissey Auxiliary Lanes project. These contract awards will allow the RTC to start construction of the project by early 2012.

Responses to 2010-2011 Santa Cruz County Grand Jury report received:

The RTC approved proposed responses to the Santa Cruz County Grand Jury report. The RTC agreed that traffic congestion on Highway 1 is problematic. The RTC also stated that insufficient funding is the main reason why the Regional Transportation Plan (RTP) is not fully implemented by the local jurisdictions and other agencies.

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October 6, 2011 RTC Meeting

Plan for State and Federal Funds Considered:

The RTC issued a call for projects for up to \$9.25 million in State Transportation Improvement Program (STIP) funds, with applications due from transportation entities by October 27, 2011. The RTC also indicated its intent to use \$1.3 million of Regional Surface Transportation Program (RSTP) funds on regional projects -- including a tiered environmental document for projects on Highway 1, and design and construction of the Santa Cruz Branch Rail Line structures improvements. The final decision about these RSTP and STIP funds will be made at a public hearing on December 1, 2011. The RTC reserved \$1.2 million in RSTP for local projects, with specific projects to be selected in the spring of 2012.

Contract for Design of Santa Cruz Branch Rail Line Repairs Approved:

The RTC authorized the Executive Director to negotiate and execute a contract with JL Patterson and Associates to proceed with engineering work for structures rehabilitation and other improvements on the Santa Cruz Branch Rail Line. Through negotiations with the current property owner Union Pacific, the total price to acquire the rail line was reduced with the agreement that up to \$5 million would be put into rehabilitation of the structures.

RTC begins construction management of the Highway 1 Soquel/Morrissey Auxiliary Lanes project:

The RTC will be soliciting bids for the construction of the Highway 1 Soquel/Morrissey Auxiliary Lanes project, with the contract expected to be awarded in December. Construction is scheduled to begin in early 2012 on this one-mile project that will add lanes in each direction to connect the off ramp with the next onramp (auxiliary lanes) in each direction on Highway 1 between Soquel Drive and Morrissey Boulevard. The La Fonda Avenue Bridge will be reconstructed as part of this project.

Fiscal Year (FY) 11-12 budget and work program amended:

The RTC approved amending the FY 11-12 budget and work program to incorporate the prior fiscal year's ending balances and to include additional State Transit Assistance funding for the Santa Cruz Metropolitan Transit District.

Subject:

FW: Transportation Agency for Monterey County Board Meeting Highlights

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

www.tamcmonterey.org

October 26, 2011 Meeting - *HIGHLIGHTS*

MONTEREY COUNTY TAXI AUTHORITY: SUCCESSFUL

The Transportation Agency received an update on the Regional Taxi Authority in Monterey County, which was created in August 2010. The purpose of the Taxi Authority is to consolidate the taxi operator licensing and inspection functions in one location with standardized rules with the ultimate goal of ensuring consistent, safe, and high quality taxi service by streamlining taxi licensing, improving enforcement of taxi regulations, reducing confusion for taxi customers caused by inconsistent regulations and permit restrictions across contiguous city boundaries, ensuring quality service for taxi customers, and reducing costs to local governments associated with taxi permitting tasks.

Major accomplishments by Monterey-Salinas Transit staff and its Board of Directors through the Regional Taxi Authority in the past year include: forming a Joint Powers Agency, creating a Technical Advisory Committee, receiving a contract for administrative licensing and inspection services to MST, securing authorization from the Dept. of Justice to conduct criminal background checks, setting up a new website – www.mryrta.org.

A number of a regulations and policies were also adopted:

- Interim Permit Fee Schedules for Taxi Companies, Drivers and Vehicles
- Ordinance for the Uniform Regulation of Taxicabs
- RTA Taxi Administration Program Regulations
- Taxi Senior Discount Voucher Program
- Region-wide taxi fare structure
- Taxicab fines/penalties structure for operating without RTA permits
- \$1 million minimum insurance requirements
- RTA Equipment, Safety, Security, and Operational Policy
- FY 2012 budget

Among these other accomplishments, over 30 new driver permits were issued in the past year as well as four new taxi company permits.

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VolunteerCenters
Be the difference

Year End Report- 2010-1011 **Volunteer Center of Santa Cruz Transportation Program**

In this year of financial cutback to the Transportation Program, our team of volunteer driver and our outstanding desk workers is one of our greatest success stories. Despite the cutback in funding and hours of service, the program not only meet it goals of 2600 rides but surpassed it. It was a team effort and thank you to all our wonderful Transportation volunteers.

This was accomplished because of efforts to recruit more divers and desk workers. This year 12 new drivers have started giving rides and one new desk worker was placed. This goes to the excellent job being done by our placement and referral program. Our new building has added to the success of the program. It is a more inviting atmosphere for volunteers plus we have more walk-in people interested in what we do. This was especially true during the celebrations to open the building. Neighborhood people wanted to know how they could help.

We have noticed that there has been a drop in the number of client cancellations for rides. The reasons for this is unclear but may be that the added number of drivers and a quicker turn around time between when the ride is requested and driver found. We will be reviewing this over the next year to see it the pattern holds.

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Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Vale</u>	<u>Watsonville</u>	<u>Total 2010-2011</u>	<u>Goals for 2010-2011</u>	<u>Total 2009-2010</u>
Volunteers	39	15	38	92		84
Unduplicated Clients	100	78	46	224	185 (121%)	189
Total Rides	2901	1435	489	4825	4600 (104%)	4590
				0		
Ride Requests unable to fill				0		147
				0		
Unfilled requests referred other agencies				0		74
				0		
Requests cancelled by client				0		285
				0		
<u>Trip destinations</u>				0		
Physician	1033	490	286	1809		1666
Shopping & bank	239	244	60	543		838
Stroke Center				0		0
Hospitals and therapy		52	47	99		206
Convelescent homes				0		0
Doran Low Vision Center				0		46
Clinishare Dialysis				0		0
Other	98	54	36	188		422
Total	1370	840	429	2639		3178
 <u>Avg ride length (YTD)</u>	 16					
 <u>Total Miles driven (YTD)</u>	 86,650					
 <u>Total Reimbursement (YTD)</u>	 \$ 2,336					

10a-2

	Total FY10-11	%
<u>Client Jurisdictions</u>		
Santa Cruz City	51	22%
Scotts Valley City	20	19%
San Lorenzo Valley	41	19%
Capitola City	23	9%
Watsonville City	8	11%
Midcounty Unincorporated	46	12%
South County	27	8%
Out of County	8	0%
Total Clients (unduplicated)	224	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	223	38%
Scotts Valley City	87	15%
San Lorenzo Valley	89	15%
Capitola City	43	7%
Watsonville City	41	7%
Midcounty Unincorporated	72	12%
South County	38	6%
Out of County	0	0%
Total	593	100%

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Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	4th Qtr totals <u>FY 10=11</u>	4th Qtr Total <u>FY 09-10</u>
Volunteers	34	15	19	68	72
Unduplicated Clients	46	65	23	134	155
Total Rides	728	386	134	1248	1151
				0	
Ride Requests unable to fill	26	20	0	46	39
				0	0
Unfilled requests referred other agencies	2	10	7	19	9
				0	
Requests cancelled by client	31	10	9	50	75
				0	
<u>Trip destinations</u>				0	
Physician	272	146	32	450	466
Shopping & bank	74	60	15	149	166
Stroke Center	0	0	0	0	8
Hospitals and therapy	0	0	16	16	10
Convelescent homes	0	0	0	0	0
Doran Low Vision Center	0	0	0	0	4
Clinishare Dialysis	0	0	0	0	0
Other	21	28	4	53	46
Total	367	234	67	668	700
 <u>Avg ride length (YTD)</u>	 16				
 <u>Total Miles driven (YTD)</u>	 86,850				
 <u>Total Reimbursement (YTD)</u>	 \$2,336				

10a-4

	Total FY10-11	%
<u>Client Jurisdictions</u>		
Santa Cruz City	51	22%
Scotts Valley City	20	19%
San Lorenzo Valley	41	19%
Capitola City	23	9%
Watsonville City	8	11%
Midcounty Unincorporated	46	12%
South County	27	8%
Out of County	8	0%
Total Clients (unduplicated)	224	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	223	38%
Scotts Valley City	87	15%
San Lorenzo Valley	89	15%
Capitola City	43	7%
Watsonville City	41	7%
Midcounty Unincorporated	72	12%
South County	38	6%
Out of County	0	0%
Total	593	100%

10a-5

Quarterly TDA
Report :
FY 10/11 QUARTER 4

Time Period: APRIL-MAY-JUNE 2011

DRAFT

community bridges

CC 20,23,25,26,38										CC 21				CC 29				CC 24,30				CC 39				Total
#	Performance Measures to be Included in Quarterly Reports	TDA Medical			Meals on Wheels			Taxi Scrip			Elderday			Out of County Medical												
		Apr	May	June	Qtr	Apr	May	June	Qtr	Apr	May	June	Qtr	Apr	May	June	Qtr									
1	Unduplicated Passengers per Month	71	76	82	123	56	58	58	70	64	61	66	70	134	126	128	141	17	24	21	43	447				
2	Total Passenger Trips (Units of Service) per Month	454	507	529	1,490	1,065	1,212	1,211	3,488	131	169	140	440	3,292	3,280	3,461	10,033	52	62	64	178	15,629				
3	Number of Incidents per Month	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	5				
4	Number of Accidents per Month	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	2	1	0	3	1	0	0	1	4				
6	Number of No-Shows per Month	7	10	8	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	64	82	67	213	N/A	N/A	N/A	N/A	N/A				
7	Number of Turndowns or Referrals per Month	11	19	23	53	7	5	11	23	0	0	0	0	0	1	0	1	6	6	5	17	94				
8	Total Donations per Month	\$355	\$385	\$1,842	\$2,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$785	\$572	\$216	\$1,573	\$4,155				
9	Operating Cost per Passenger Trip				\$14.69				\$9.14				\$13.12				\$10.94				\$32.98					
10	Operating Cost per Vehicle Service Hour				\$36.67				\$56.10								\$55.48				\$18.58					
11	Passengers per Vehicle Service Hour				2.63				6.07								5.09	0.48	0.65	0.56	0.56					
12	Passengers per Vehicle Service Mile				0.18				0.42								0.24				0.03					
13	Van Mileage per Program				7,511				7,370								39,978	2,050	2,136	1,902	6,088					

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Footnote: Line 9 includes both taxi and Lift Line costs and units of service combined. Lines 10 through 13 reflect Lift Line data only and excludes taxi costs and units of service.

CC20,25,26,38													CC21				CC29				CC 24,30				CC 39				Total
#	Performance Measures to be Included in Quarterly Reports	TDA Medical				Meals on Wheels					Taxi Scrip				Elderday				Out of County Medical										
		Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year								
1	Unduplicated Passengers per Qtr	79	86	122	123	410	68	66	66	70	270	73	72	86	70	301	133	135	143	141	552	34	34	36	43	147	1,680		
2	Total Passenger Trips (Units of Service) per Qtr	1,370	1242	1335	1490	5,437	3,314	3,503	2,937	3,488	13,242	566	610	393	440	2,009	8,720	8,151	8,586	9,404	34,861	120	118	114	168	520	56,069		
3	Number of Incidents per Qtr	6	6	2	2	16	0	0	0	0	0	N/A	N/A	N/A	N/A	0	3	6	3	2	14	0	0	0	1	1	31		
4	Number of Accidents per Qtr	0	1	1	1	3	0	0	0	0	0	N/A	N/A	N/A	N/A	0	0	1	0	0	1	0	0	0	0	0	4		
5	Number of Mechanical Failures (including lift failure) per Qtr	2	1	0	0	3	0	0	1	0	1	N/A	N/A	N/A	N/A	0	0	0	1	3	4	0	0	0	1	1	9		
6	Number of No-Shows per Qtr	25	36	26	25	112	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	0	232	226	246	213	917	3	0	0	0	3	1,032		
7	Number of Turndowns or Referrals per Qtr	56	40	43	53	192	21	38	14	23	96	0	0	0	0	0	0	5	1	1	7	22	11	17	17	67	362		
8	Total Donations per Qtr	\$103	\$453	\$535	\$2,582	\$3,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,116	\$895	\$759	\$1,573	\$4,343	8,016		
9	Operating Cost per Passenger Trip					\$16.68					\$8.61					\$12.67					\$11.56					\$41.94			
10	Operating Cost per Vehicle Service Hour					\$31.41					\$45.51										\$52.29					\$20.65			
11	Passengers per Vehicle Service Hour					2.00					5.29										4.55	0.34	0.61	0.58	0.53	0.49			
12	Passengers per Vehicle Service Mile					0.08					0.21										0.22					0.02			
13	Van Mileage per Program					61,834					50,056										122,904	8,687	##	4,689	6,088	24,248			

Footnote: Line 9 includes both taxi and Lift Line costs and units of service combined. Lines 10 through 13 reflect Lift Line data only and excludes taxi costs and units of service.

106-2

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: October 28, 2011
TO: Board of Directors
FROM: April Warnock, Paratransit Superintendent
SUBJECT: METRO PARACRUZ OPERATIONS STATUS REPORT

I. RECOMMENDED ACTION

This report is for information only - no action requested

II. SUMMARY OF ISSUES

- METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- METRO assumed direct operation of paratransit services November 1, 2004. This service had been delivered under contract since 1992.
- Discussion of ParaCruz Operations Status Report.
- Attachment A1: On-time Performance Chart displays the percentage of pick-ups within the "ready window" and a breakdown in 5-minute increments for pick-ups beyond the "ready window". The monthly Customer Service Reports summary is included.
- Attachment B1: Report of ParaCruz' operating statistics. Performance Averages and Performance Goals are reflected in the Comparative Operating Statistics Table in order to establish and compare actual performance measures, as performance is a critical indicator as to ParaCruz' efficiency.
- Attachments C and D: ParaCruz Performance Charts displaying trends in rider-ship and mileage spanning a period of three years.
- Attachment E: Current calendar year's statistical information on the number of ParaCruz in-person eligibility assessments, including a comparison to past years, since implementation in August of 2002.

10c-1

III. DISCUSSION

From July 2011 to August 2011, ParaCruz rides increased by 503 rides. This increase does not trend with the previous two years, both of which experienced a decrease in the number of rides from the month of July to the month of August. The increase is simply attributed to an increased number of individuals riding, as Cabrillo College was not in session until August 30th.

Call Center statistics are available only on a monthly basis at this time, reflecting that we experienced problems with the phone system attributed to wiring issues that have been identified. Corrective measures have been taken, but the disruption to the system makes cumulative data unavailable at this time.

IV. FINANCIAL CONSIDERATIONS

NONE

V. ATTACHMENTS

- Attachment A1:** ParaCruz On-time Performance Chart
- Attachment B1:** Comparative Operating Statistics Table
- Attachment C:** Number of Rides Comparison Chart and Shared vs. Total Rides Chart
- Attachment D:** Mileage Comparison Chart and Year to Date Mileage Chart
- Attachment E:** Eligibility Chart

10c-2

ATTACHMENT A

Board of Directors
Board Meeting October 28, 2011

ParaCruz On-time Performance Report		
	Aug 2010	Aug 2011
Total pick ups	7357	7970
Percent in "ready window"	96.68%	94.68%
1 to 5 minutes late	1.44%	2.15%
6 to 10 minutes late	.95%	1.37%
11 to 15 minutes late	.48%	.83%
16 to 20 minutes late	.26%	.36%
21 to 25 minutes late	.04%	.33%
26 to 30 minutes late	.07%	.14%
31 to 35 minutes late	.07%	.03%
36 to 40 minutes late	.01%	.09%
41 or more minutes late (excessively late/missed trips)	.00%	.04%
Total beyond "ready window"	3.32%	5.32%

During the month of August 2011, ParaCruz received fourteen (14) Customer Service Reports. Five (5) of the reports were valid complaints, two (2) of the reports were not valid, four (4) reports were unverifiable, and three (3) of the reports were compliments.

10c-3

6-4.3

ATTACHMENT B

Board of Directors
Board Meeting October 28, 2011

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through August 2011.

	Aug 10	Aug 11	Fiscal 10-11	Fiscal 11-12	Performance Averages	Performance Goals
Requested	7610	8143	15,430	15,886	8542	
Performed	7357	7970	14,962	15,437	7375	
Cancels	16.85%	15.90%	16.51%	16.49%	18.33%	
No Shows	2.44%	2.66%	2.57%	2.11%	2.34%	Less than 3%
Total miles	49,246	54,363	99,404	105,650	53,339	
Av trip miles	5.17	4.84	5.18	4.88	4.88	
Within ready window	96.68%	94.68%	96.38%	95.08%	95.24%	92.00% or better
Excessively late/missed trips	0	3	6	7	2.33	Zero (0)
Call center volume	5747	6009	11,294	11,592	N/A	
Call average seconds to answer	5 min: 12 secs	25.3	2 min: 18 secs	27.4	N/A	Less than 2 minutes
Hold times less than 2 minutes	86.66%	95.37%	90.67%	95.4%	N/A	Greater than 90%
Distinct riders	788	768	940	953	798	
Most frequent rider	70 rides	49 rides	122 rides	94 rides	55 rides	
Shared rides	61.3%	62.6%	63.1%	62.1%	62.34%	Greater than 60%
Passengers per rev hour	2.07	2.03	2.14	2.01	2.03	Greater than 1.6 passengers/hour
Rides by supplemental providers	8.25%	5.86%	8.74%	6.91%	9.41%	No more than 25%
Vendor cost per ride	\$20.22	\$21.61	\$20.83	\$20.91	\$21.54	
ParaCruz driver cost per ride (estimated)	\$27.89	\$23.41	\$27.18	\$22.85	\$23.35	
Rides < 10 miles	69.46%	67.57%	69.28%	69.32%	68.85%	
Rides > 10	30.54%	32.43%	30.72%	30.68%	30.98%	

10c-4

6-4.4

ATTACHMENT E

04

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
AUGUST 2010	31	1	9	4	0	45
SEPTEMBER 2010	55	4	9	1	1	70
OCTOBER 2010	58	1	10	2	0	71
NOVEMBER 2010	45	0	4	5	1	55
DECEMBER 2010	32	0	7	5	0	44
JANUARY 2011	43	3	4	4	0	54
FEBRUARY 2011	41	2	14	4	0	61
MARCH 2011	43	3	5	7	0	58
APRIL 2011	44	0	3	4	0	51
MAY 2011	49	1	4	2	0	56
JUNE 2011	48	0	4	0	0	52
JULY 2011	54	0	0	1	0	55
AUGUST 2011	66	0	3	0	1	70

NUMBER OF ELIGIBLE RIDERS	
YEAR	ACTIVE
2006	5315
2007	4820
2008	4895
2009	5291
2010	3314

10c-5

ATTACHMENT A

Board of Directors
Board Meeting September 23, 2011

ParaCruz On-time Performance Report		
	July 2010	July 2011
Total pick ups	7605	7467
Percent in "ready window"	96.09%	95.05%
1 to 5 minutes late	1.70%	1.66%
6 to 10 minutes late	1.05%	1.15%
11 to 15 minutes late	.34%	.80%
16 to 20 minutes late	.43%	.40%
21 to 25 minutes late	.13%	.19%
26 to 30 minutes late	.08%	.11%
31 to 35 minutes late	.04%	.04%
36 to 40 minutes late	.05%	.05%
41 or more minutes late (excessively late/missed trips)	.08%	.05%
Total beyond "ready window"	3.91%	4.50%

During the month of July 2011, ParaCruz received eleven (11) Customer Service Reports. Two (2) of the reports were valid complaints, six (6) of the reports were not valid, one (1) report was unverifiable, and two (2) of the reports were compliments.

10c-6

6-3.3

ATTACHMENT B

Board of Directors
Board Meeting September 23, 2011

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through July 2011.

	July 10	July 11	Fiscal 10-11	Fiscal 11-12	Performance Averages	Performance Goals
Requested	7820	7743	7820	7743	8498	
Performed	7605	7467	7605	7467	7325	
Cancels	16.19%	17.09%	16.19%	17.09%	18.41%	
No Shows	2.69%	3.11%	2.69%	3.11%	2.32%	Less than 3%
Total miles	50,168	51,280	50,168	51,280	52,913	
Av trip miles	5.19	4.93	5.19	4.93	4.91	
Within ready window	96.09%	95.05%	96.09%	95.05%	95.41%	92.00% or better
Excessively late/missed trips	6*	4	6	4	2.08	Zero (0)
Call center volume	5547	5583	5547	5583	N/A	
Call average seconds to answer	40 secs	29.5	40 secs	29.5	N/A	Less than 2 minutes
Hold times less than 2 minutes	94.75%	95.4%	94.75%	95.4%	N/A	Greater than 90%
Distinct riders	789	750	789	750	799	
Most frequent rider	53 rides	51 rides	53 rides	51 rides	57 rides	
Shared rides	64.9%	61.5%	64.9%	61.5%	62.23%	Greater than 60%
Passengers per rev hour	2.19	1.97	2.19	1.97	2.04	Greater than 1.6 passengers/hour
Rides by supplemental providers	9.2%	8.05%	9.2%	8.05%	9.6%	No more than 25%
Vendor cost per ride	\$21.36	\$22.15	\$21.36	\$22.15	\$21.42	
ParaCruz driver cost per ride (estimated)	\$26.69	\$22.28	\$26.69	\$22.28	\$23.72	
Rides < 10 miles	69.11%	67.03%	69.11%	67.03%	69.01%	
Rides > 10	30.89%	32.97%	30.89%	32.97%	30.99%	

10c-7

6-3.4

ATTACHMENT E

SEPT

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
JULY 2010	33	4	7	1	0	45
AUGUST 2010	31	1	9	4	0	45
SEPTEMBER 2010	55	4	9	1	1	70
OCTOBER 2010	58	1	10	2	0	71
NOVEMBER 2010	45	0	4	5	1	55
DECEMBER 2010	32	0	7	5	0	44
JANUARY 2011	43	3	4	4	0	54
FEBRUARY 2011	41	2	14	4	0	61
MARCH 2011	43	3	5	7	0	58
APRIL 2011	44	0	3	4	0	51
MAY 2011	49	1	4	2	0	56
JUNE 2011	48	0	4	0	0	52
JULY 2011	54	0	0	1	0	55

NUMBER OF ELIGIBLE RIDERS	
YEAR	ACTIVE
2006	5315
2007	4820
2008	4895
2009	5291
2010	3314

10c-8

6-3.7

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: August 26, 2011
TO: Board of Directors
FROM: John Daugherty, METRO Accessible Services Coordinator
SUBJECT: ACCESSIBLE SERVICES REPORT FOR JUNE 2011

I. RECOMMENDED ACTION

This report is for your information. No action required.

II. SUMMARY OF ISSUES

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

III. DISCUSSION

The creation of the Accessible Services Coordinator (ASC) position was the result of a successful demonstration project funded through the Santa Cruz County Regional Transportation Commission. The hiring panel for the ASC included public agency representatives serving seniors and persons with disabilities.

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

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the senior and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, funding sources, clients, community agencies and organizations, and the general public regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

10c-9

6-17.1

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

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

IV. FINANCIAL CONSIDERATIONS

None

V. ATTACHMENTS

Attachment A: Accessible Services Coordinator (ASC) Activity Tracking Report for June 2011

Prepared by: John Daugherty, METRO Accessible Services Coordinator
Date Prepared: August 17, 2011

10c-10

6-17.2

Attachment A

Accessible Services Coordinator (ASC) Activity Tracking Report for June 2011

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

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

In June, There was progress with training 12 individuals:

- Route Training with one individual was successfully completed: The training included an assessment and two route training sessions. Since the follow up activity to close the file is not complete, the total training time is not available.
- Training with seven individuals is almost complete: June activity included checking on whether further training is needed and preparation to close trainee files.
- Training for two individuals is ongoing: Both persons have been assessed. One person has completed two route training sessions, another person just one. The number of training sessions needed to complete training is unknown.
- Two individuals were referred for training by the METRO ParaCruz Eligibility Coordinator. The ASC has placed phone calls to set up meetings to assess their needs.

Attachment A

Training Overview:

- Amount of time dedicated to training sessions and follow up activity: 36 hours
- Tracking of scheduled appointments vs. cancelled:
Four appointments scheduled, two appointments cancelled

Highlights of Other Activity - Outreach performed in the community:

- June 2 - Santa Cruz County Regional Transportation Commission meeting
- June 9 - Commission on Disabilities meeting
- June 14 - Pedestrian Safety Work Group meeting

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

The total audience for three June meetings is over 34 persons. Questions on METRO service varied. Information was provided during meetings and follow up phone calls.

Requests from the community:

- There were nine individual contacts in person and/or over the phone. Most contacts regarded the status of training sessions (setting up sessions or cancelling sessions).
- There were also contacts because persons asked for transportation options with METRO service.
- There were also contacts to prepare for and follow up outreach activity.
- One presentation (East Cliff Village Apartments) was requested and then scheduled for July 1. Presentations invite the audience to use METRO bus service. The ASC describes accessible features of METRO bus service including free training. An overview of METRO bus and METRO ParaCruz service is provided along with answers to questions from the audience.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: October 14, 2011
TO: Board of Directors
FROM: John Daugherty, METRO Accessible Services Coordinator
SUBJECT: ACCESSIBLE SERVICES REPORT FOR JULY 2011

I. RECOMMENDED ACTION

This report is informational only. No action required.

II. SUMMARY OF ISSUES

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

III. DISCUSSION

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

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the older adult and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, funding sources, clients, community agencies and organizations, and the general public regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

During 2002 the ASC position was moved from Customer Service to the newly created Paratransit Department.

10c-13

6-12.1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

IV. FINANCIAL CONSIDERATIONS

None

V. ATTACHMENTS

Attachment A: Accessible Services Coordinator (ASC) Activity Tracking Report for July 2011

Prepared by: John Daugherty, METRO Accessible Services Coordinator
Date Prepared: September 16, 2011

10c-14

6-12.2

Attachment A

Training Overview:

- Amount of time dedicated to training sessions and follow up activity: 45 hours
- Tracking of scheduled appointments vs. cancelled:
Four appointments scheduled, no appointments cancelled

Highlights of Other Activity - Outreach performed in the community:

- July 29 Pedestrian Safety Work Group meeting
- One presentation set up for August; confirmation of other presentations pending

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

The total audience for one July meeting is four persons. Questions on METRO service varied. Information was provided during meetings and follow up phone calls.

Requests from the community:

- There were 17 individual contacts in person and/or over the phone. Most contacts regarded the status of training sessions (setting up sessions or cancelling sessions).
- There were also contacts because persons asked for transportation options with METRO service.
- There were also contacts to prepare for and follow up outreach activity.
- One individual requested assistance regarding securement of his wheelchair. His needs were met with online research and phone calls.
- One presentation (East Cliff Village Apartments) was requested and then scheduled for August 1. Presentations invite the audience to use METRO bus service. The ASC describes accessible features of METRO bus service including free training. An overview of METRO bus and METRO ParaCruz service is provided along with answers to questions from the audience.

10c-15

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Attachment A

Accessible Services Coordinator (ASC) Activity Tracking Report for July 2011

What is Mobility Training?

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

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

There was progress with training 17 individuals:

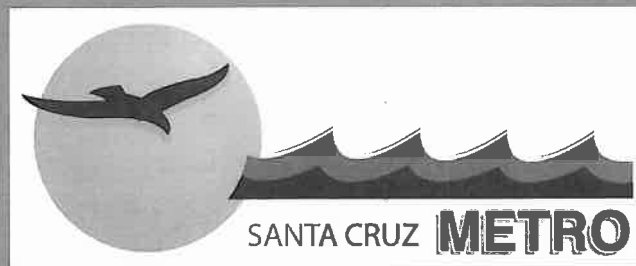
- **Eight individuals were new referrals:** Two persons referred by their counselor started route training. Two persons referred themselves; The ASC left phone messages to share information. Four persons were referred by the Eligibility Coordinator and received phone calls from the ASC. Assessment of their needs is not complete.
- **Training with seven individuals is almost complete:** July activity included checking on whether further training is needed and preparation to close their files.
- **Training for two individuals is ongoing:** Both persons have been assessed. One person has completed two route training sessions, another person just one. The number of training sessions needed to complete training is unknown.

10c-16

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Santa Cruz METRO

A Leader In Accessibility



Santa Cruz METRO



A Brief History of METRO Accessibility

In 1977 METRO took possession of several AM General coaches.

These were the first buses in the METRO fleet with wheel chair lifts.

Due to design flaws the lifts were deemed non-operational and subsequently bolted shut.



Santa Cruz METRO



In 1979 METRO added Grumman Flxible coaches to the fleet. These wheelchair accessible buses remained in use into the 1990's.



Santa Cruz METRO



Compared to today's technology, early securement stations were archaic.



The 2-Point Y-Strap securement system failed to provide a secure ride.

Santa Cruz METRO



The "Santa Cruz Arm" was developed to compensate for the lack of mobility device stability provided by the 2-Point system.



When used in conjunction with the 2-Point system, the SC Arm gave the passenger an added sense of security.

Santa Cruz METRO



- In 1998 METRO added low-floor coaches to its fleet.
- The low floor configuration and use of ramps instead of lifts made accessing our transit services easier, safer and more reliable.



Santa Cruz METRO



The current low floor buses in service were delivered with the new style 4-Point, S-Hook securement devices.



This advance in technology provides superior securement as compared to the older 2-Point Y-Straps system.

Santa Cruz METRO



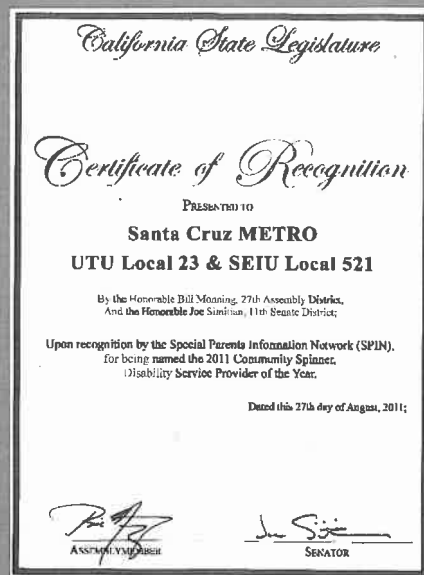
On our current fleet, the Santa Cruz Arm is mounted on the underside of the side facing flip-up seat.



Santa Cruz METRO



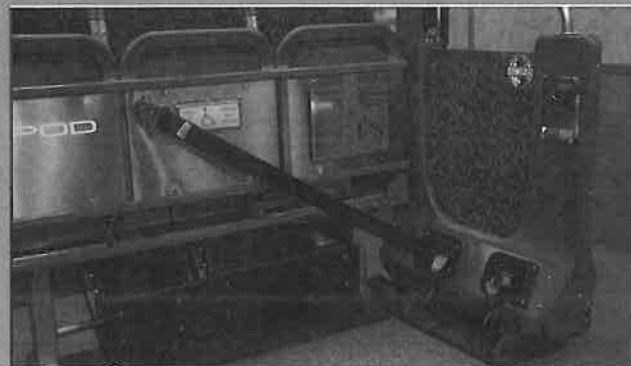
Over the decades
METRO has been
recognized as a
leader in accessible
services.



Santa Cruz METRO



In an effort to increase accessibility to our
fleet, METRO strives to incorporate new
technologies and designs into its modern fleet
of buses.



Santa Cruz METRO



- The Q'POD system has several advancements over the 4-Point S-Hook securement system.
- It has been designed to secure a wide variety of mobility devices.



3-Wheel Scooters



6-Wheel Wheelchairs



4-Wheel Scooters

Santa Cruz METRO



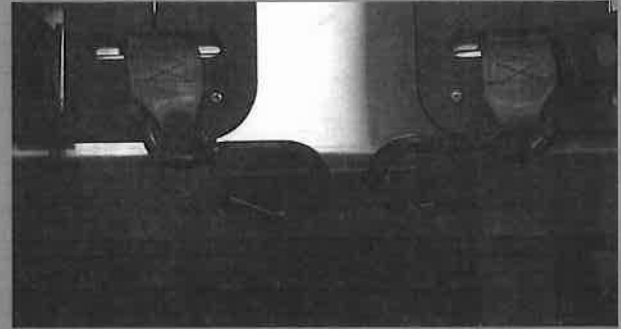
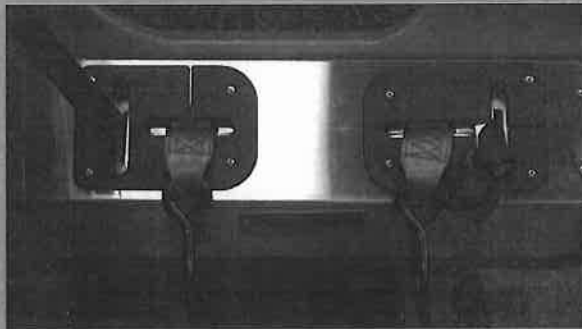
- 3-passenger flip seat are designed for passenger comfort.
- Low profile design accommodates wider mobility devices versus traditional flip seats.



Santa Cruz METRO



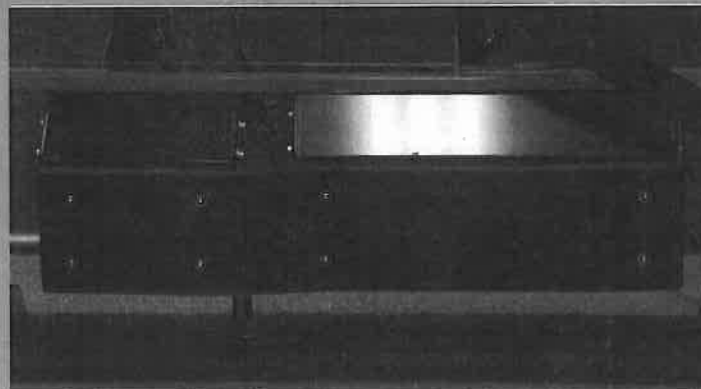
- Rear belts are enclosed and protected to keep them clean and in good working order.
- Rear securement straps are self-tensioning ensuring a secure ride.
- The provided magnets keep the J-Hooks off the floor.



Santa Cruz METRO



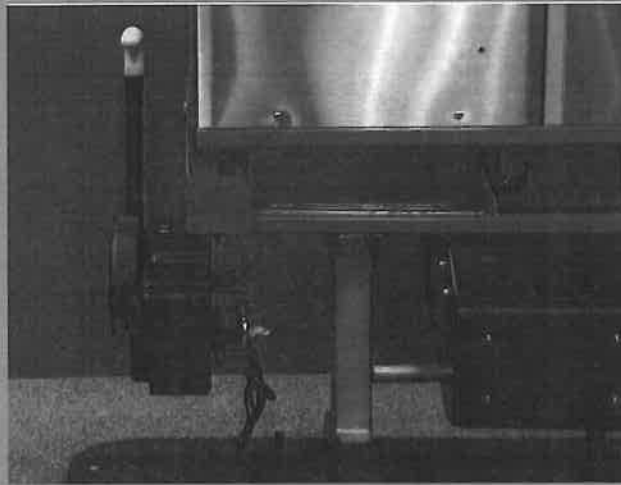
- A side stabilizing bumper serves as a fourth contact point.
- The shape is designed to provide a natural contour for various styles of mobility devices.



Santa Cruz METRO



This unique 3-Strap, 4-Point mobility device securement system has 1 forward strap applying tension to the side.



Santa Cruz METRO



By applying leveraged tension the mobility device is brought to the integrated side bumper, thus providing better stability and increasing available aisle width.



Santa Cruz METRO



Location of the stabilizing bumper ensures at least 3 inches of side clearance to prevent pinching of the passengers arm between the mobility device and the flip seat.



Santa Cruz METRO



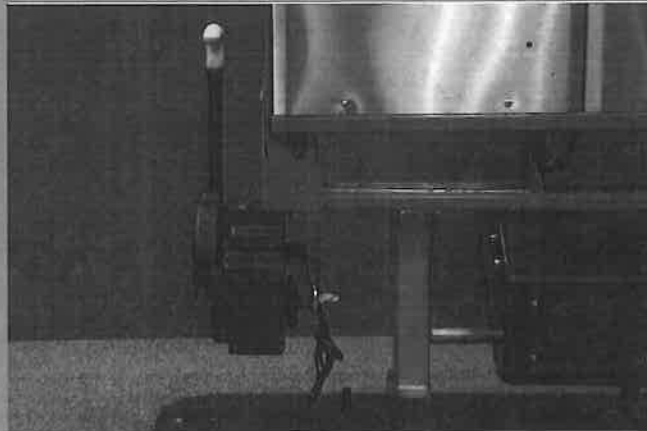
- An added benefits to this 3 belt securement system is the elimination of forward deck mounted anchor bar.
- The clear entry way aids in maneuvering of larger mobility device into the securement station.



Santa Cruz METRO



- The single front strap retractor is also self-tensioning.
- It is designed to accommodate scooters and other difficult to secure mobility devices.



Santa Cruz METRO



The single front strap includes an integrated scooter ring.



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Santa Cruz METRO



The scooter ring is designed to better secure 3 wheel mobility device and reduce tip-overs.



Santa Cruz METRO



Integrated shoulder strap is perfectly positioned for proper placement and comfort.



Santa Cruz METRO



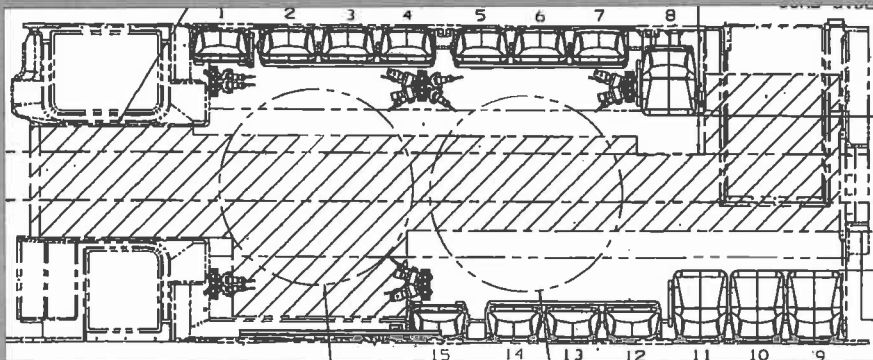
- Lap belt retainer is provided to keep the belt at the ready.
- Stop request pad is conveniently located for ease of use.



Santa Cruz METRO



- The Q'POD system provides
 - Superior securement of modern mobility devices
 - Aisle width is maintained
 - Modular design allows for perimeter seating creating room for 3 mobility devices



Santa Cruz METRO



Current best case scenario
with 2 customers using
wheelchairs:

W/C on left is 24" wide
W/C on right is 25" wide

Aisle width between the
wheel chairs is 13"



If two customers using
wheelchairs at the "common
wheelchair" maximum width
of 30" were on board, the
available aisle width would
be dramatically reduced.

Santa Cruz METRO



Questions



TO: RTC Advisory Committees

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Draft *2012 Regional Transportation Improvement Program*

RECOMMENDATION:

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

1. Recommend projects (Attachment 1) to receive the region's target of 2012 State Transportation Improvement Program (STIP) funds; and
 2. Recommend that the RTC program Regional Surface Transportation Program (RSTP) funds to the projects listed in Attachment 2.
-

BACKGROUND

The Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. These include State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds. The STIP program is made up of a mix of gas tax funds from the State Highway Account, federal Transportation Enhancement (TE) funds, Proposition 1B bonds, and a small amount of Public Transportation Account funds. The RTC programs funds and monitors approved projects through its *Regional Transportation Improvement Program* (RTIP).

For STIP funds, projects selected by the RTC are subject to approval by the California Transportation Commission (CTC). In addition to making the final determination on which projects are programmed to receive STIP funds, the CTC decides in which year they are programmed, after considering proposals submitted by agencies statewide. For the 2012 RTIP up to \$9.25 million in new STIP is available for projects through Fiscal Year 2016/17, though the CTC is only required to program \$5.1 million of the region's share. The RTC is also considering regional projects to receive approximately \$1.3 million in RSTP funds.

DISCUSSION

On September 15, 2011 the RTC issued a call for projects for \$9.25 million in State Transportation Improvement Program (STIP) funds, however the RTC has indicated its intent to program \$4 million of the \$9.25 million to the design and right-of-way phases of the Highway 1 41st Avenue to Soquel Drive Auxiliary Lanes project, Tier 2 of the HOV Lanes project.

Attachment 1 reflects the list of projects submitted by project sponsors for STIP funds. Applications were due October 27, 2011. Staff is in the process of reviewing the applications and will present its preliminary recommendations at this meeting. Summary fact sheets on each of the proposed projects is also attached Attachment 3. **Staff recommends that the RTC's advisory committees recommend projects (Attachment 1) to receive the region's \$9.25 million target of 2012 State Transportation Improvement Program (STIP) funds.**

Staff also recommends that the advisory committees recommend the RTC approve Regional Surface Transportation Program (RSTP) funds for regional projects listed in Attachment 2. At its October 6, 2011 meeting, the RTC indicated its intent to program RSTP funds to these regional projects and reserve the remainder of FY11/12 RSTP funds (approximately \$1.2 million) for future programming to local projects, following CTC action on the 2012 STIP.

The RTC will select projects to receive STIP and RSTP funds and adopt the *2012 Regional Transportation Improvement Program* (RTIP) following a public hearing scheduled for its December 1, 2011 meeting. Committee recommendations will be presented to the RTC at that meeting.

SUMMARY

Every other year the RTC prepares a Regional Transportation Improvement Program (RTIP) which proposes projects to receive various state and federal funds. For the 2012 RTIP, \$9.25 million in STIP funds are projected for Santa Cruz County through FY16/17. The RTC is also considering regional projects to receive approximately \$1.3 million in new Regional Surface Transportation Program (RSTP) funds through FY11/12. Staff is seeking input from advisory committees on projects to receive these funds. A public hearing is scheduled for December 1, 2011 to take final actions to program the funds.

Attachment 1: STIP Project Proposals
Attachment 2: RSTP Project Proposals
Attachment 3: Project Fact Sheets

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12-2

2012 RTP: STIP Funds Requested from Project Sponsors

Guaranteed minimum STIP: \$5.1M, though CTC could agree to program to 2012 STIP Target: \$9.25M.

Map #	Agency	Project Name	Description	STIP Funds Requested	Total Cost	Schedule
RTC 24f	SCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	Add aux lanes and bike/ped bridge - Design/ROW only	\$4,000,000	\$4,000,000	FY13/14
NA	SCRTC	Planning, Programming & Monitoring (PPM)	RTC tasks required to meet state and federally mandated planning and programming requirements, monitoring of programmed projects.	\$300,000	\$300,000	FY15/16-16/17
CAP-P08	City of Capitola	Bay Ave/Capitola Ave Roundabout	Construct roundabout.	\$200,000	\$510,000	Const. fall 2013
CAP-P04	City of Capitola	Park Ave Sidewalks	Add sidewalks from Cliffwood Heights neighborhood to Capitola Village, add crosswalks at Cabrillo and Washburn.	\$200,000	\$430,000	Const. summer 2013
SC-P34	City of Santa Cruz	Branciforte Creek Bike/Ped Bridge	Build bridge to connect San Lorenzo Park Multi-use trail and levee trail near Soquel Ave.	\$1,000,000	\$2,400,000	Const Summer 2013
01SC	City of Santa Cruz	Soquel/Park Way Intersection Improvements	Install protected left turn lanes and signal	\$500,000	\$900,000	Const Fall 2012
SC 38	City of Santa Cruz	State Route 1 San Lorenzo River Bridge Widening: Design only	Widen bridge to add travel lanes.	\$1,000,000	\$1,500,000	Design Fall 2013
SC 25	City of Santa Cruz	State Routes 1/9 Intersection Improvements	Intersection modifications including new turn lanes, bike lanes/shoulders.	\$1,000,000	\$5,800,000	Const 2014
01 SV	City of Scotts Valley	Vine Hill School Road and Tabor Drive Transportation Improvement Project	Add sidewalk, curb/gutter, bike lanes, 6' pavement widening, ADA-Accessible Ramps	\$450,000	\$500,000	Const Spring 2013
WAT-P28	City of Watsonville	Airport Boulevard Improvements	Includes road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, and installation of new sidewalk and curb ramps. East of Freedom Boulevard to County line.	\$1,500,000	\$1,500,000	Const. summer 2013
CO 1sd	County of SC	Alba Rd PM 3.48 Storm Damage Repair Project	Repair 50 ft. slipout to reopen roadway to 2-way traffic.	\$485,000	\$485,000	Const. summer 2014
CO 2sd	County of SC	Glenwood Drive PM 2.02 Storm Damage Repair	Repair 100 ft. slipout to reopen roadway to 2-way traffic.	\$600,000	\$600,000	Const. summer 2014

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Map #	Agency	Project Name	Description	STIP Funds Requested	Total Cost	Schedule
CO 3sd	County of SC	Green Valley Rd PM 0.69 Storm Damage Repair	Repair 20 ft. section where roadway and shoulder distressed or destroyed around culvert.	\$329,000	\$329,000	Const. summer 2014
CO 4sd	County of SC	Nelson Rd PM 2.0 Storm Damage Repair	Build permanent bypass road around 350 ft. debris that has closed road.	\$1,500,000	\$1,500,000	Construction-2015
CO 5sd	County of SC	North Rodeo Gulch Rd PM 4.75 Storm Damage Repair	Repair 75 ft. slipout to reopen roadway to 2-way traffic.	\$650,000	\$650,000	Const. summer 2014
CO 6sd	County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	Repair 80 ft. slipout/slump to reopen roadway to traffic.	\$1,000,000	\$1,000,000	Const. summer 2015
CO 7sd	County of SC	Vienna Dr at Mesa Dr Storm Damage Repair	Repair 60 ft. slipout and sidewalk.	\$550,000	\$550,000	Const. summer 2014
TOTAL				\$15,264,000	\$22,954,000	

No longer under consideration for 2012 STIP due to insufficient STIP - to be reconsidered in 2014 STIP

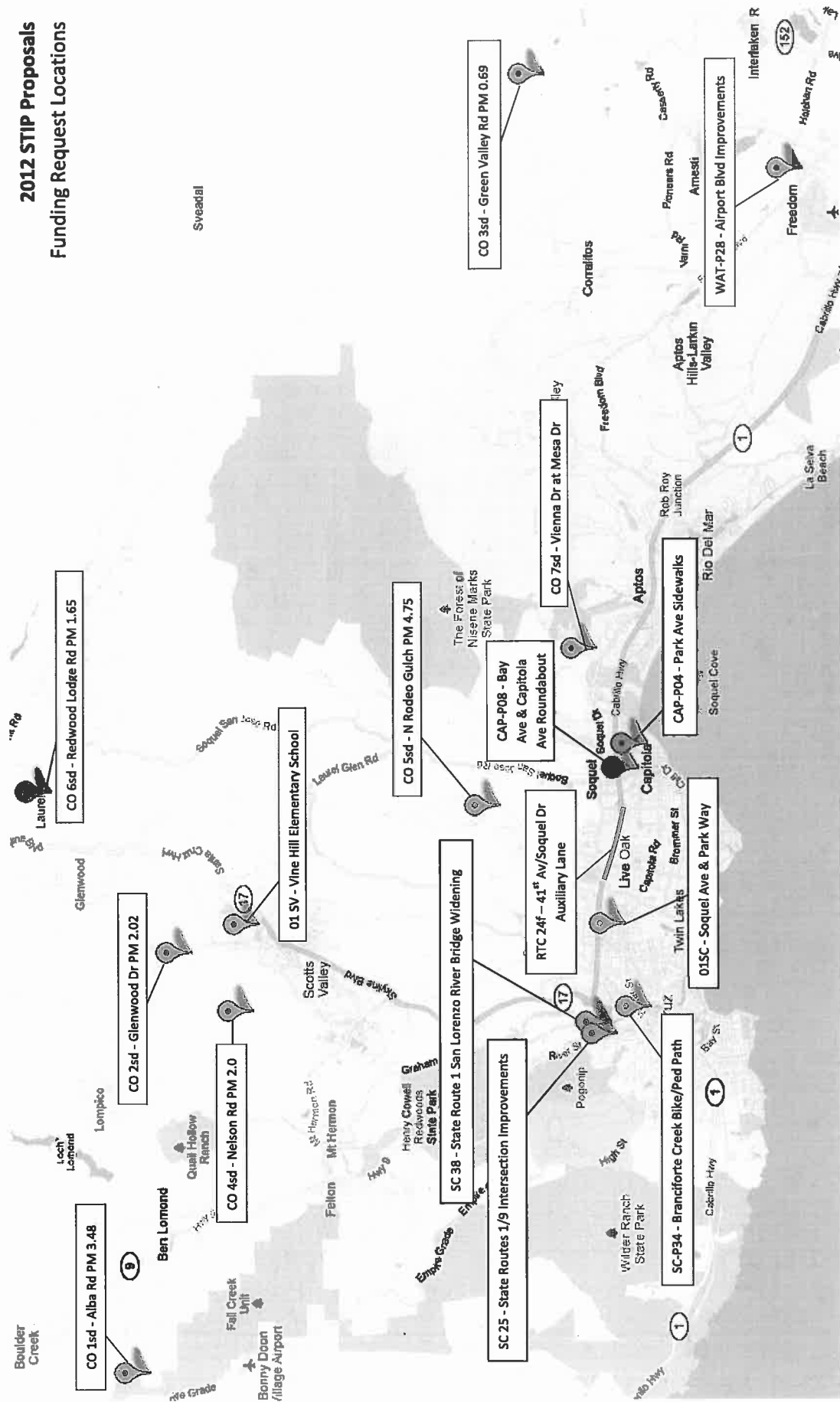
SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: Construction*	Add aux lanes and bike/ped bridge - CONSTRUCTION	ROW/design only in 2012	\$23,000,000	FY14/15-15/16
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*Funding construction phase of Soquel-41st Auxiliary Lane in 2012 RTIP would require advance from CTC and redirecting funds from other projects; could also be phased/the RTC could decide to only fund portions of the project (e.g. Southbound lane, northbound lane, and bridge separate, though would increase total cost).

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12-4

2012 STIP Proposals Funding Request Locations



12-5

RSTP Recommendations for Regional Projects

RTC has indicated its intent to reserve \$1.2M RSTP for future programming to local projects.

Agency	Project Name	Description	RSTP Recommended	Total Cost	Schedule
Prelim Staff Recommendations: Funds needed immediately					
SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: Environmental Review	Funds necessary to complete Tiered HOV/Aux Lane environmental document	\$370,000	\$12,779,000	FY11/12-12/13
SCCRTC	Santa Cruz Branch Rail Line Structures: Design	Design work needed to prepare for construction of	\$450,000	\$800,000	Oct 2011 to August 2012
SCCRTC	Rail Structures Rehabilitation: Construction - Match to federal STIP funds	Reserve as match, if federal STIP funds allocated by CTC (STIP would be reduced by same amount & available for reprogramming in 2014).	\$615,000	\$5,350,000	FY12/13

Other RTC-Project RSTP Needs (NOT recommended with 2012 RTIP adoption in December – may be considered in the future)

SCCRTC	Freeway Service Patrol (FSP)	Maintain current levels of tow truck service for two years, to remove incidents during peak travel periods.	\$130,000	\$260,000	FY12/13
SCCRTC	STARS analysis of Hwy 1 HOV project	To conduct traffic and GHG analysis, compile data, document and integrate into tiered environmental doc.	\$250,000	\$450,000	FY11/12
SCCRTC	Hwy 1 Tiered Environmental Document - Reserve for Legal Defense	Reserve for possible legal defense. Alt: could wait, program funds when/if document challenged.	\$250,000	\$250,000	FY12/13

PROJECT FACT SHEET**Highway 1 41st-Soquel Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge
Design & Right-of-Way Phases**

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**
2. Amount of STIP Funding Requested: **\$4,000,000**
3. Project Description/Scope: **Add auxiliary lanes northbound (NB) and southbound (SB) on Highway 1 connecting 41st Avenue and Soquel Drive on/off ramps. Add bicycle/pedestrian bridge over Highway 1 at Chanticleer Avenue.**

4. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
5%	68%	10%	15%		1%	1%		100%

5. Project Location/Limits: **Highway 1 – 41st Avenue interchange to Soquel Drive interchange**

6. Project Length in miles (if applicable): 1.5 miles

7. Implementation Schedule: Design and Right-of-Way start FY13/14

8. Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction*	Total Project Cost
<i>Part of HOV EIR</i>	<u>\$2,700,000</u>	<u>\$1,300,000</u>	<u>\$23,000,000</u>	<u>\$27 million</u>

**Note- RTC not considering construction funds at this time*

Project Benefits

9. **Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying over 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the local roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise along Highway 1 and local roadways.**

Regional Significance	High: Section of roadway serves over 100,000 vehicles per day; Serves commute, visitor, truck, emergency vehicle, bicycle, and pedestrian travel
Safety (Hazard elimination)	Reduce incidents by providing more time for merging; provide safe bike/pedestrian access across freeway
Mobility(Provides congestion relief, support for alternative modes)	Project will reduce congestion northbound and southbound - during both AM and PM peak periods including: <ul style="list-style-type: none"> • Average Travel Time & Travel Delay (vehicle hours of delay) • Number of Vehicle Trips (vehicle throughput) • Freeway Travel Time (vehicle hours of travel) • Travel Distance (vehicle miles of travel)

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	<ul style="list-style-type: none"> • Increase bicycle and pedestrian access
Accessibility (Opportunity and ease of reaching desired destinations.)	Increases access to medical facilities, schools, neighborhoods by all
Reliability	Project aimed to reduce incidents and increase reliability of system for all modes
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Project aimed at increasing bicycle and pedestrian mode share, improving access to park and ride lot and productivity of bus system.
System Preservation	N/A
Air Quality/ Global Warming/Environment	Project expected to reduce congestion and idling; plus shift travelers to bicycle and pedestrian
Return on Investment/ Lifecycle Cost	Materials used aimed at extending life of facilities
Deliverability/ Risks to Project Cost, Funding or Schedule	CEQA/NEPA environmental clearance, Right-of-way acquisition, and permitting could impact schedule; release of STIP funds by CTC (though potential issue for all STIP projects)
Project funding	ROW and Design phases proposed to be 100% STIP-funded
Economic Benefits (jobs created, etc)	Project anticipated to generate medium level of jobs, be used by visitors and facilitate goods movement
Enhancement Projects- agree to use Conservation Corps*	Yes – Bike/Ped Bridge

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
State & Federally Mandated
Planning, Programming, and Monitoring

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**
2. Amount of STIP Funding Requested: **\$300,000**
3. Project Description/Scope: **As the state-designated Regional Transportation Planning Agency for Santa Cruz County, the RTC is required to administer certain funds, monitor projects, and conduct a variety of planning and programming duties. This includes coordination with Caltrans on state highway projects and development of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Collectively the CTC identifies these duties as Planning, Programming, and Monitoring (PPM). The RTC is eligible to use up to 5% of its STIP county share for these tasks and historically has used between \$150,000-300,000 per year. Since the 2012 STIP adds two additional fiscal years, it isWith the addition of FYadditional years to the 2012 STIP, Currently funds \$150,000 is programmed in FY10/11 and no funds in future years. If the RTC does not secure STIP funds to perform these duties, additional local funds, such as Transportation Development Act (TDA), would need to be used. An additional \$925,000 is needed to complete state and federally-mandated PPM activities for five years: FY10/11-14/15.**
4. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
10%	20%	10%	10%	10%	5%	10%	35%	100%
5. Project Location/Limits: **Santa Cruz County – all areas**
6. Project Length in miles (if applicable): **N/A**
7. Implementation Schedule: **Funds for FY15/16 and FY16/17**
8. Cost Estimate: **\$150,000 per year**

Project Benefits

Regional Significance	High: Mandated activities required for all projects (not just RTC projects) to access state and federal funds.
Safety (Hazard elimination)	Funds used to assess needs, plan and monitor safety projects
Mobility (Provides congestion relief, support for alternative modes)	Funds used to plan and monitor mobility projects.
Accessibility (Opportunity and ease of reaching desired destinations.)	Funds used to plan and monitor accessibility projects.
Reliability	Funds used to plan projects aimed at improving system reliability.
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Funds used to plan projects aimed at reducing SOV use, increasing vehicle occupancy.
System Preservation	Funds used to access system preservation needs.

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Air Quality/ Global Warming/Environment	Funds used to prepare RTP aimed at reducing GHG via SB375 implementation.
Return on Investment/ Lifecycle Cost	Tasks include benefit analysis and performance measures to address.
Deliverability/ Risks to Project Cost, Funding or Schedule	No – ongoing annual tasks
Project funding	Tasks partially funded by Transportation Development Act Planning funds and state Rural Planning Assistance funds
Economic Benefits (jobs created, etc)	Work program includes analysis of economic benefits of transportation system
Enhancement Projects- agree to use Conservation Corps*	No

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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1210

PROJECT FACT SHEET
Bay Avenue/Capitola Avenue Intersection Improvements

1. Implementing Agency: **City of Capitola**
2. Amount of STIP Funding Requested: **\$200,000**
3. This is County priority number 2 of 2 projects.
4. Project Description/Scope: **Roundabout construction at the intersection of Bay Avenue and Capitola Avenue. A highly skewed geometry at this intersection results in lengthy cueing and increase vehicle/pedestrian conflicts. The project would address peak period demands while improving turning movements, pedestrian access and bicycle access**
5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	Planning	TOTAL
%	75%	10%	10%	%	5%	100%

6. Project Location/Limits: **Bay Ave/Capitola Ave Intersection**
7. Project Length in miles (if applicable): **Intersection**
8. Construction Schedule: **Fall 2013-Spring 2014**
9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Cost
\$13,500	\$54,200	\$67,700	\$270,000	\$40,600	\$54,200	\$500,950

Project Benefits

Regional Significance	Medium - ADT: 10,000 Improved pedestrian crossing
Safety (Hazard elimination)	Reduces collisions/improve safety for pedestrians
Mobility (Provides congestion relief, support for alternative modes)	Reduce peak hour queuing
Accessibility (Opportunity and ease of reaching desired destinations.)	N/A
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Increase vehicle throughput
System Preservation	N/A
Air Quality/ Global Warming/Environment	Reduce pollutants, fuel use, green house gases. Reduce storm water runoff to a small extent.
Return on Investment	N/A

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Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? project would be first roundabout in Capitola so public support may be an issue. Funding will come from a multiple sources including air quality grants, and local funding.
Project funding	STIP funds will not provide 100% of the funding. Air Board grants and local funding will be sought as part of the final funding package. No local funds secured yet.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	Yes - The City would commit to discussing with the either the state or community corps if they could construct portions of project.

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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12-12

PROJECT FACT SHEET
Park Avenue Sidewalks

1. Implementing Agency: **City of Capitola**
2. Amount of STIP Funding Requested: **\$200,000**
3. This is County priority number 1 of 2 projects.
4. Project Description/Scope: **New sidewalk construction that will provide primary pedestrian access from the Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist. This project would complete the connection. The project will also include crosswalks at Cabrillo and Washburn improving access to transit stops on the south side of Park Avenue s. This project can be built in phases if less than full funding is awarded.**

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	Planning	TOTAL
%	%	%	90%	5%	5%	100%

6. Project Location/Limits: **Park Avenue from the Cliffwood Heights neighborhood to Capitola Village**
7. Project Length in miles (if applicable): **1800 feet = 1/3 mile**
8. Construction Schedule: **Summer-Fall 2013**
9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Cost
26,824	67,060	10,000	268,242		53,648	425,774

Project Benefits

Regional Significance	Low – fills gap in local pedestrian network
Safety (Hazard elimination)	Reduces collisions/improve safety for pedestrians. Project will provide improved pedestrian access along arterial roadway between residential area and Capitola Village.
Mobility (Provides congestion relief, support for alternative modes)	Increases number of pedestrian facilities
Accessibility (Opportunity and ease of reaching desired destinations.)	Increases travel options and opportunities; provides bike or pedestrian access to schools; provides improved pedestrian access to transit
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Provides safer access to existing transit stop, could increase transit ridership.
System Preservation	N/A

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Air Quality/ Global Warming/Environment	Reduce pollutants, fuel use, green house gases; reduce number of vehicle miles traveled by shifting trips from auto to walk and transit.
Return on Investment	N/A
Deliverability/ Risks to Project Cost, Funding or Schedule	None identified
Project funding	STIP funds will not provide 100% of the funding. No local funds secured yet, but general fund and gas tax will be used to supplement STIP.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	Yes - The City would commit to discussing with the either the state or community corps if they could construct portions of project.

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Branciforte Creek Bike and Pedestrian Bridge

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 4 of 4 projects.
4. Project Description/Scope:
The project is to construct a bike and pedestrian bridge across the Branciforte Creek channel (near Soquel Avenue and Dakota Street) and path connections to the existing San Lorenzo River levee multi-use trail. This project will close the gap in the 3-mile long San Lorenzo River levee pathway system.

The levee pathway is a direct north-south alternative transportation commute route, conveniently located in the core of the City and connecting employment areas with neighborhoods. The connection serves the Beach/Boardwalk area, through Downtown, County Government Center and to the Harvey West Area for commuting and recreation. Interconnections exist with cross-town bike lanes, sidewalks and other paths.

The project also has environmental and educational purposes, bringing the public closer to and within the natural environment. No work is planned in the river or riparian areas.

5. Project Cost by Mode: **Bike 50%; Pedestrian 50%**
6. Project Location/Limits: **Branciforte Creek near Soquel Drive/San Lorenzo River Path.**
7. Project Length in miles (if applicable): **Approx. 500 feet with trail connections**
8. Construction Schedule: **Summer-Fall 2013**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<u>\$75,000</u>	<u>\$500,000</u>	<u>\$25,000</u>	<u>\$1,600,000</u> <u>(with 2 year</u> <u>escalation)</u>	<u>\$200,000</u>	<u>Included</u>	<u>\$2,400,000</u>

*What is included in other? **Construction Management and Administration**

Project Benefits

Regional Significance	Avg number of users- 2000 per/day Population served/benefiting from project: Santa Cruz residents, employees and visitors.
Safety (Hazard elimination)	Removes bikes and pedestrians from street system onto a through path, reducing potential conflict with vehicles
Mobility (Provides congestion relief, support for alternative modes)	Increase bike/ped facilities; Reduce commute times for bicyclists and pedestrians. Improve accessibility to natural area.
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Increase travel options and opportunities, serves major activity or job centers, provide bike/ped access to schools, provide

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	new pedestrian access to transit
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Potentially reduce single occupancy vehicles
System Preservation	N/A
Air Quality/ Global Warming/Environment	Reduce pollutants, fuel use, green house gases, number of vehicle miles traveled by shifting trips from cars to bikes and walking.
Return on Investment/ Lifecycle Cost	N/A – new facility
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Project <u>not</u> fully funded. City seeking Other state and federal funds dedicated for trail or bike/pedestrian projects. Some local funds committed to project.
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project 48 construction jobs Use by visitors Yes _____ Other economic benefits: <i>Access to Downtown, compliments Ecotourism</i>
Enhancement Projects- agree to use Conservation Corps*	Yes

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET

Soquel/Park Way Traffic Signal Improvements

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$500,000**
3. This is County priority number 3 of 4 projects.
4. Project Description/Scope: **This safety project includes the installation of protected left-turn phasing (green/red arrow indicators) at the Soquel/Park Way signalized intersection on the east side of Santa Cruz. This arterial is the primary east-west corridor for the City and County of Santa Cruz, with approximately 30,000 vpd and a growing number of cyclists and pedestrians. Bike lanes were installed a few years ago and they are well used. The intersection is an important transfer point for Metro users. It is adjacent to the main Palo Alto Medical Foundation facility.**

The removal and replacement of 2 retaining walls is required to provide enough width for the turn lanes. The design incorporates improved transit stops, bike lanes, and pedestrian push buttons and access ramps. There are many autos, trucks, buses, bike and pedestrian uses in this constrained area, especially during peak hours.

The project design and easement acquisition is complete. The project is ready to construct. The funding request is for construction of the project, with 50% of the project costs paid with local funds.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
%	20%	20%	20%	20%	%	20%	%	100%

**TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)*

6. Project Location/Limits: **Soquel Drive at Park Way**
7. Project Length in miles (if applicable): **At intersection**
8. Construction Schedule: **Summer 2012-Spring 2013**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<u>Complete</u>	<u>Complete</u>	<u>Complete</u>	<u>\$900,000</u>	<u>\$40,000</u>	<u>Included</u>	<u>\$940,000</u>

*What is included in other? Construction Management and Administration

Project Benefits

Improved multimodal access, significant improvements to safety for all users,, reduction in delays, reduction in GHG.

Regional Significance	Medium: Used by/serves 40,000 travelers/day (all modes) ADT: ~ 30,000 VPD in 2010 & ~ 36,000 in 2030. Serves City of Santa Cruz and County residents
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Safety (Hazard elimination)	High: Will reduce fatal or injury collision, all modes. On average 10 or 13 annual collisions are susceptible to correction. Transit stop relocated to safer location.
Mobility (congestion relief, support alternative modes)	High: Project to reduce delay by 5.2 vehicle hours, reduce commute times, peak and non-peak period travel times, improve access to transit operation and to transit facilities, widen sidewalks, preserve existing bicycle facilities and improve transit stops and access to transit stops.
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Improves all travel options: access to transit, serve major activity and job center, provide bike/ped access to school (Harbor High+), improved access to transit, access to local businesses and medical clinic.
Reliability	Medium: Address travel time variability, non-recurring congestion and improve transit times
Productivity (throughput, reduce SOV, etc)	Increase throughput - reduces vehicle stops by 30% during peak hour, reduces queues by 74% with projected traffic. Total daily vehicle trips: ~30,000 ADT existing & ~36,000 projected Total peak period trips: ~ 3,300 PM existing & ~ 4,000 projected Other: Safely serves left-turning vehicles to local businesses, Palo Alto Medical Clinic and neighborhoods.
System Preservation	Traffic signal and street light maintenance.
Air Quality/ Global Warming/Environment	Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use. Reduce Storm Water Runoff: Storm water quality improvement to be installed.
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: <i>Minimum 25 years</i>
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <i>No, project is ready to construct.</i>
Project funding	Project fully funded – City has committed matching funds.
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 27 construction jobs Use by visitors: Yes Other economic benefits: Improved access to local businesses.
Enhancement Projects- agree to use Conservation Corps	N/A

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PROJECT FACT SHEET
State Route 1 San Lorenzo Bridge Widening/Replacement

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 2 of 4 projects.
4. Project Description/Scope: **The proposed project includes the widening or replacement of the State Route 1 bridge over the San Lorenzo River. The structure would be 3lanes southbound and 4 lanes northbound. It is currently 2 lanes in each direction. The bridge constructed in 1955/56 does not have the capacity to serve traffic conditions and prevents the full utilization of the lanes at the State Route 1/9 intersection. The 2005 AADT is 62,000 and projected to be over 100,000 in 2030.**

The draft Project Study Report (PSR-PDS) has been submitted to Caltrans for approval and the cooperative Agreement for the Project Approval and Environmental Document (PA/ED) development is being negotiated.

The funding request is for design of the project.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
%	90%	0%	0%	10%	%	%	%	100%

6. Project Location/Limits: **The project is located on State Route 1, between State Route 9 and the State Route 1/17 interchange. Projects limits are at PM 17.31 to PM 17.51 on State Route 1.**
7. Project Length in miles (if applicable): **The total project length is approximately 1,200 feet**
8. Design Schedule: **August 2013-December 2014**
Construction Schedule: **Spring 2015-December 2016**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<u>\$300,000</u>	<u>\$1.5 million</u>	<u>NA</u>	<u>\$15 million (with 6 year escalation)</u>	<u>\$1.0 million</u>	<u>Included</u>	<u>\$17.8 million</u>

*What is included in other? Construction Management and Administration

Project Benefits

The bridge has been a significant concern to the community, City and County, within the context of the State Route 1/9 intersection as they are closely linked and due to the potential for flooding. It is a significant bottle neck to accessing many areas of Santa Cruz, including the University, Harvey West, Westside and Downtown. The draft Project Study Report (PSR-PDS) was developed by the City and submitted to Caltrans early this year. It has been determined that the addition of lanes is needed to fully serve the Route 1/9 intersection and reduce backups at the Route 1/17

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interchange.

The project reduces congestion issues at the intersection and at the interchange therefore improving access for all auto, transit and trucks by the addition of lanes by reducing delays, improving safety and reduce GHC. The improvements also include current seismic design standards, and if replaced will reduce flooding potential in the area. Widened shoulders highway worker safety.

Regional Significance	High: Used by/serves more than 75% of county multiple times per year Average number of travelers/day (all modes): 124,000 projected. ADT: ~74,000 VPD in 2010 & ~ 103,000 VPD projects in 2030
Safety (Hazard elimination)	Medium: there have been several fatal or injury collisions. Other safety hazard: Improved highway worker safety. Average of 4.79 vs. actual of 7.63 million miles per million miles traveled
Mobility (congestion relief, support alternative modes)	High: Project to reduce PM peak congestion by 39%, reduce commute times, peak and non-peak period travel times, and improve access to transit operation and to transit facilities.
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Increase travel options, access to transit, serve major activity and job center.
Reliability	Medium: Address travel time variability, non-recurring congestion and improve transit times
Productivity (throughput, reduce SOV, etc)	Increase throughput; Total daily vehicle trips: Projected Rte 1 ~103,000 ADT Total peak period trips: Projected ~ 6,500 AM & ~ 7,600 PM
System Preservation	Reduces back log of bridge maintenance
Air Quality/ Global Warming/Environment	Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use. Reduce Storm Water Runoff: Storm water quality improvement to be installed. Other: Potential to reduce obstructions to fish passage.
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: Minimum 50 years. Projected volumes are to 2030. Includes improved seismic resistance, reduced flooding and improved fish habitat.
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? State Permits and Approval
Project funding	Project not fully funded – City will be working to secure construction funds from various sources
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 450 construction jobs Use by visitors: Yes Other economic benefits: Improved access to industrial Westside and Harvey West areas, UCSC and Downtown. Reduces flooding potential
Enhancement Projects- agree to use Conservation Corps	N/A

PROJECT FACT SHEET
State Route 1/9 Intersection Improvements

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 1 of 4 projects.
4. Project Description/Scope: **The proposed project includes the following improvements at the State Route 1/9 intersection. The intersection improvements require a small amount of road widening on Highway 1 (west of Highway 9) and on both sides of Highway 9 (River Street). The project design plan is attached to the application. The scope includes the following components:**
 - Add a second left-turn lane on Highway 1 southbound to Highway 9 northbound.
 - Add a second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street, to receive vehicular and bicycle traffic from both the new left turn lane on Highway 1 and the 2 lanes and bike lane from northbound River Street.
 - Add a right-turn lane and shoulder on northbound Highway 9, between Fern Street and Encinal Street, to accommodate traffic turning into the Tannery Arts Center.
 - Replace channelizers on Highway 9 at the intersection of Coral Street.
 - Provide sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street.
 - Add a new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street.
 - Add a new through/left turn lane on southbound Highway 9.
 - Include Traffic Signal interconnect to adjacent signals.
5. Project Cost by Mode:

Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
60%	5%	5%	10%	%	10%	%	100%

6. Project Location/Limits: **The project is located at the State Route 1/9 intersection, with limits at PM 17.5/17.7 on Highway 1 and PM 0.0/0.2 on Highway 9.**
7. Project Length in miles (if applicable): **Approximately 0.5 miles**
8. Construction Schedule: **Spring-Winter 2014**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<u>\$200,000</u>	<u>\$600,000</u>	<u>\$700,000</u>	<u>\$4.1 Million</u>	<u>\$200,000</u>	<u>Included</u>	<u>\$5,800,000</u>

*What is included in other? Construction Management and Administration

Project Benefits

The intersection has been a significant concern to the community, City and County, for many years. It is a significant bottle neck to accessing many areas of Santa Cruz, including the University, Harvey West and Downtown. The Project Study Report was originally completed by Caltrans in 2001, but then no additional work was done on developing the project until the City of

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Santa Cruz funded the PA/ED process. It has been determined on a local, regional and state level that intersection improvements are the only cost effective and reasonable solution available.

The project will not resolve all congestion issues at the intersection, but it has been determined through the current development process that the project will improve access for all users by the addition of lanes, reduce delays, improve safety and reduce GHC.

Regional Significance	High: Intersection used by/serves more than 75% of county multiple times per year; ADT: Current-85,000 projected 110,000 in 2030; serves regional commerce, tourism
Safety (Hazard elimination)	Medium: there have been several fatal and injury incidents, all modes. Current accident rate is 0.68 vehicles per million. Expected accident rate after project construction is 0.43 per million vehicles.
Mobility (congestion relief, support alternative modes)	High: Project to reduce PM peak congestion by 39%, reduce commute times, peak and non-peak period travel times, increase pedestrian and bicycle use/safety, and improve access to transit operation facilities and provide for superior emergency access
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Increase travel options, access to transit, serve major activity and job centers, provide bike and ped access to schools, and provide minor new pedestrian access to transit.
Reliability	Medium: Address non-recurring congestion and improve transit times
Productivity (throughput, reduce SOV, etc)	Low: Total daily vehicle trips: Projected in 2030: Rte 1 ~89,000 & Rte 9 ~26,000 ADT Total peak period trips: Projected in 2030; ~ 6,500 AM & ~ 7,600 PM
System Preservation	Low – overlay part of project
Air Quality/ Global Warming/Environment	Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use. Reduce Storm Water Runoff: Storm water quality improvement to be installed.
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: Projected volumes are 2030 with anticipated life of project estimated to be 25 years
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? State Permits and Approval
Project funding	Significant local funds are budgeted/reserved/available for project.
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 123 construction jobs Use by visitors: Yes Other economic benefits: Improved access to industrial Westside and Harvey West areas, UCSC and Downtown.
Enhancement Projects-agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

PROJECT FACT SHEET

Vine Hill Elementary School Sidewalk and Bike Lanes Project

1. Implementing Agency: **City of Scotts Valley**
2. Amount of STIP Funding Requested: **\$450,000**
3. This is priority number 1 of 1 projects. *(If requesting funds for more than one project)*
4. Project Description/Scope: **The improvements consist of construction of new sidewalk (Portland Cement Concrete (PCC)) for pedestrians, pavement widening for bike lanes (about 6'), ADA-Accessible Ramps and other incidental items including PCC Curb/Gutter, four foot-high gravity retaining wall in some areas.**
5. Project Cost by Mode:

Bicycle	Pedestrian	TOTAL
10%	90%	100%

6. Project Location/Limits: **North side of Vine Hill School Road and both sides of Tabor Drive, along the Vine Hill Elementary School's frontage property. Vine Hill Elementary School is located on the northwest corner of the Vine Hill School Road and Tabor Drive intersection in the City of Scotts Valley. Vine Hill School Road also provides accesses to the City's primary recreational facility, Siltanen Park. Siltanen Park is a high sports participation facility containing three baseball fields, soccer fields, swimming pool, children's playground, and a group picnic area. During sporting seasons and sporting events, traffic congestion increases significantly. The picnic area also attracts a significant amount of traffic with 225 participants per day. There is sidewalk on the south side and bike lanes on both sides of Vine Hill School Road. There is sidewalk in some areas of Tabor Drive outside of the proposed project limits. Completion of this project would result in widening Tabor Drive from about 26' to 32' for bike lanes and provides sidewalk on both sides of Tabor Drive linking with the existing sidewalk.**
7. Project Length: **Adds approximately 1,350 linear feet of pedestrian and 1,000 linear feet of bike lane facilities.**
8. Construction Schedule: **Spring 2013**
9. **Cost Estimate:**

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<u>5,000</u>	<u>25,000</u>		<u>320,000</u>	<u>50,000</u>	<u>41,000</u>	<u>500,000</u>

*What is included in other? Construction Support

Project Benefits

The residents of Vine Hill School Road, Tabor Drive as well as surrounding neighborhoods use the project's roadways to access schools, parks, commercial and employment centers, corporate buildings, urgent care medical clinics, shopping centers, small businesses. All motorists, pedestrians and bicyclists would benefit from the implementation of the proposed project, including transit riders embarking or disembarking buses at the Bus Stop located at the main entrance to Siltanen Park on Vine Hill School Road.

- **School children at Scotts Valley Middle School and Vine Hill Elementary School and Bethany College students and staff/teachers who travel to and from school**
- **Visitors to Siltanen Park (city's primary recreation facility used by an average of 225 people per day, many of whom walk or bike to this 7-acre site (expected to be expanded to 17-acres), with**

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- three baseball fields, soccer field, swimming pool, children's playground and group picnic area)
- Students and staff attending Scotts Valley High School
- Pedestrians who push baby strollers along the roadway
- Senior citizens who push personal shopping carts along this road and wait for transit service
- Physically challenged individuals who travel the road via motorized wheelchairs and scooters
- Employees who work in the commercial and business areas located at the southern boundary of this project and walk during their lunch hour
- Scotts Valley Police Department bicycle patrol officers who bicycle on Hacienda Drive to patrol schools and parks and parking lots

The proposed sidewalk and bike lanes construction project would provide an incentive to change people's thinking by encouraging the use of more environmentally sensitive modes of transportation (e.g. walking or bicycling to commercial areas, schools and parks, and thus resulting in reduction in energy consumption, vehicle emissions (air pollution) and improved air quality. Also, walking and bicycling improves quality of life since it increases self-reliance and sense of responsibility.

General Information/ Regional Significance	<p>Medium: the roadways encompassing the project carry about 5,400 vehicles per day.</p> <p>Avg number of people directly served/day; number of users of facility/day: 570 Students and 225 peoples</p> <p>Population served/benefiting from project: Students and Siltanen Park users</p>
Safety (Hazard elimination)	<p>Medium: Constructing sidewalks along the school's frontage property on Vine Hill Rd and adding bicycle lanes on Tabor and sidewalks on west side along school property will improve safety. Currently, the bicyclists and pedestrians are forced to share the roadway with vehicular traffic resulting in a potentially dangerous situation of possible collisions between pedestrians, bicyclists and motorists. Reducing this potential danger is of utmost importance.</p> <p>Implementation of this project and the elimination of the conflict between cars, pedestrians, and bicyclists. One of the primary safety hazards around the school is parents or caretakers dropping off and picking up their children. Since motorists and pedestrians use the same roadway, the danger becomes escalated. Scotts Valley School District officials have informed the City that the residents have frequently expressed their concern for children's safety when dropping off along the school property on Vine Hill School Road and Tabor Way, due to the lack of designation between bicycles, pedestrians, and vehicles.</p> <p>The absence of a sidewalk and adequate bicycle lanes on these roads in Scotts Valley exposes pedestrians, bicyclists, and transit service patrons to potential danger from the following sources:</p> <ul style="list-style-type: none"> - hazard from potholes, bumps, cracks, rocks, mud, debris, protruding shrubbery, and visual traffic impairments - can cause conflicts and collisions among pedestrians, bicyclists and vehicles. - deters people from walking, bicycling, and using the bus service, consequently encouraging them to use vehicles, thus increasing traffic congestion, delays and pollution. <p>While no documented fatal or injury accidents to date, reducing fatal and injury collision is of utmost importance to the City of Scotts Valley; this project will reduce potential conflicts.</p> <p>Implementation of the proposed improvements will result in a significant increase in safety of those utilizing the roadway by:</p> <ul style="list-style-type: none"> - providing pedestrians (particularly school children) with a safe place to walk - providing bicyclists with a safe place to ride - providing transit riders with a safe place to walk to bus stops to board and disembark from the bus

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	<ul style="list-style-type: none"> - providing pedestrians, bicyclists, and motorists with clearly designated travel areas to reduce conflict. <p>The proposed project would solve the existing problems by providing:</p> <ul style="list-style-type: none"> - an incentive, as opposed to fear, for using alternative transportation. - a reduction of motorized transportation. - a viable alternative to using vehicles. - an incentive, as opposed to fear, for using alternative transportation. - a reduction of motorized transportation. - a reduction of vehicular/pedestrian/bicyclist conflicts - better control of pedestrians, bicyclists and vehicles. - link for pedestrians between neighborhoods - enhanced traffic flow by increasing capacity and decreasing delay - improved speed control of vehicles turning through an intersection - a safe location for traffic control devices.
Mobility	<p>Project expected to reduce vehicle delay, reduce congestion, reduce commute times, and reduce peak and non-peak period traffic by increasing pedestrian (1,800 Linear feet) and bicycle facilities (0.38 miles). Will provide the maximum feasible separation of the following basic modes of transportation: cars, buses, motorcycles, pedestrians, and bicycles. The project is expected to reduce existing pedestrian and vehicular conflict and thus provide a more efficient transportation system and access, i.e. improving roadway capacity, traffic flow and progression. Also, the proposed improvements in overall safety would result in a significant decrease in motorized transportation delay times (including vehicle hours of delay, peak period delay times as well as non-peak period travel times), as well as decrease in commute times, traffic congestion and energy consumption. The proposed project is expected to increase pedestrian and bicycle traffic significantly by providing the missing link to surrounding sidewalk and bike lane facilities on Vine Hill School Road and Tabor Drive, Glenwood Drive, and Scotts Valley Drive, thus increasing its usage significantly based on the following criteria:</p> <ol style="list-style-type: none"> increased capacity and safety as well as decreased delay enhanced traffic flow decreased conflicts resulting from physical separation of vehicular as well as non-motorized traffic and pedestrians a more positive indication to drivers of proper use of travel lanes a protected area for the location of traffic control devices better speed control of vehicles turning through intersections better control of pedestrians and vehicles in the vicinity of the school
Accessibility (Opportunity and ease of reaching desired destinations.)	<p>Will project increase travel options and opportunities? Yes. The main purpose of this project is to provide bike and pedestrian access to schools, thereby eliminating gaps in the existing bike and pedestrian transportation system. Specific groups who would benefit from the safety features of sidewalks and bike lanes include:</p> <ul style="list-style-type: none"> - all users of Vine Hill School Road would benefit from indication of proper use of travel lanes - all users of Tabor Drive would benefit from indication of proper use of travel lanes - all bicyclists on Vine Hill School Road - school children at Scotts Valley Middle School and Scotts Valley High School students who travel to and from school - employees who work in the commercial and business areas located at the southern boundary of this project - Scotts Valley Police Department bicycle patrol officers who bicycle on Vine Hill School Road and Tabor Drive to patrol schools, parks and parking lots.

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	<p>- Transit riders: provides safe place to walk to bus stops to board and disembark from the bus stop located 1) near the entrance to Vine Hill Elementary School at the corner of Vine Hill School Road/Tabor Drive & Scotts Valley Drive intersection (See Figure 10), and 2) near the main entrance to Siltanen Park and just east of Vine Hill Elementary School on Vine Hill School Road</p> <p>-Serve major activity or job centers: roadways used to access Scotts Valley High School, as well as commercial and employment centers, corporate buildings, urgent care medical clinics, shopping centers, small businesses, schools, and Siltanen Park (City's primary recreation facility).</p>
Reliability	<p>Does the project ensure on time trips and service? No</p> <p>Address travel time variability (non-recurring congestion): No</p> <p>Improve Transit times: No.</p>
Productivity (throughput)	<p>Does the project increase throughput? Yes, more people will be able to travel by foot.</p> <p>Reduce daily vehicle trips: Yes, will reduce vehicle trips.</p> <p>Reduce peak period vehicle trips: Yes, by shifting to walk and bike.</p> <p>Reduce single occupancy vehicles: Yes, by shifting to walk and bike.</p> <p>Increase Transit ridership: Provides accessible sidewalk to transit stop</p>
System Preservation	Not a system preservation project
Air Quality/ Global Warming/Environment	Medium: Will reduce emissions by increasing bike/ped trips and reducing motor vehicle trips/vehicle miles traveled; will improve efficiency of access, traffic safety, flow and progression to commercial employment centers, recreational facilities, and schools from surrounding residential areas.
Return on Investment/ Lifecycle Cost	Adding sidewalk reduces roadway's wear and tear.
Deliverability/ Risks to Project Cost, Funding or Schedule	Dependent on CTC funding approval. If less than \$450K is approved, the City would need to secure additional funds from other sources and/or scale back the project's scope of work.
Project funding	<p>Is the project fully funded? Yes</p> <p>Are local funds available? Yes</p>
Economic Benefits	Estimated # of Jobs Created or Saved by project : 20
Enhancement Projects-agree to use Cons Corps*	Yes

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

Other: Letters of support provided from the Scotts Valley Unified School District, the Scotts Valley Police Department and the Santa Cruz Regional Transportation Commission Bicycle Committee.

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PROJECT FACT SHEET Airport Boulevard Improvements

1. Implementing Agency: **City of Watsonville**
2. Amount of STIP Funding Requested: **\$1,500,000**
3. This is County priority number 1 of 1 projects.
4. Project Description/Scope: **Project includes installation of road improvements on Airport Boulevard from east of Freedom Boulevard to the County line. Specific improvements would include road widening to accommodate extension of bicycle lanes and portion of travel lane, installation of bus pull out, installation of new sidewalk, improved pedestrian crossing, and ADA compliant curb ramps. (See Exhibit E for project location aerial and existing condition photos.)**

Project would address safety concern regarding position of existing bus stop and pedestrian crossing into shopping center. Accident history at this location over the past few years has included some incidents at this crossing. There are also reports of "near misses" regarding this location.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
30%	35%	5%	15%	15%	%	%	%	100%

6. Project Location/Limits: **Airport Boulevard from east of Freedom Boulevard to City Limits**
7. Project Length in miles (if applicable): **0.2 miles**
8. Construction Schedule: **Summer 2013-Spring 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Construction Support	Contingency	Total Cost	Project
<u>\$ 10 K</u>	<u>\$ 50K</u>	<u>\$ 25 K</u>	<u>\$ 1,130 K</u>	<u>\$60 K</u>	<u>\$ 225 K</u>	<u>\$1,500 K</u>	

Project Benefits

Regional Significance	Avg number of users- approx 15,000 (bus ridership & vehicles, pedestrian and bike counts not available, est. 1000/day) ADT: 14,000 Population served/benefiting from project: City, county residents and commuters using Airport Blvd to Holohan to access SR 152
Safety (Hazard elimination)	Reduces fatal/injury collision for all modes
Mobility(Provides congestion relief, support for alternative modes)	Reduce congestion with bus pull out and lane widening/bike lane; increase pedestrian facility (700' of sidewalk); improve existing bike lane
Accessibility (Opportunity and ease of reaching desired destinations.)	Increase travel options and opportunities, accessible bus stop, serves major activity or job centers (adjacent to shopping, commercial, and

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	library), provide new pedestrian access to transit, add sidewalks/ADA ramps
Reliability	Increase accessibility and safety to/for transit
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Increase accessibility and safety to/for transit
System Preservation	Reduces the back log of road maintenance or bus facilities overdue for maintenance
Air Quality/ Global Warming/Environment	Reduce pollutants, fuel use, green house gases, number of vehicle miles traveled by shifting trips from cars to transit, walking.
Return on Investment/ Lifecycle Cost	New construction/paving lifecycle: 20 yrs
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? None anticipated at this time
Project funding	Project funding proposed: STIP, Traffic Fees and Gas Tax. Other grant funding opportunities also to be explored. Local funds available.
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 15 construction jobs Use by visitors Yes Other: Improve access to shopping/commercial business
Enhancement Projects-agree to use Conservation Corps*	Maybe - The City would be open to discussing the construction of the appropriate project items with corps. Proposed project includes concrete and some landscaping items that could potentially be done by corps workers.

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Alba Rd PM 3.48 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$485,000**
3. This is County priority number 6 of 7 projects.
4. Project Description/Scope:
The Alba Road site at Post Mile 3.48 consists of an area approximately 50 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane and therefore the safety of the motoring public is at a greater risk because of the narrow traffic lanes at this location. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Alba Road at post mile 3.48**
7. Project Length in miles (if applicable): **.01 miles**
8. Construction Schedule: **Summer-Fall 2014**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
\$10,000	\$44,000	\$8,000	\$305,000	\$88,000	\$30,000	\$485,000

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce fatal and injury collisions
Mobility (Provides congestion relief, support for alternative modes)	No
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Fully reopen roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	N/A
System Preservation	High – repair roadway and sidewalk
Air Quality/ Global Warming/Environment	N/A

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Return on Investment/ Lifecycle Cost	Yes- repairs roadway and sidewalk
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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12-30

PROJECT FACT SHEET
Glenwood Drive PM 2.02 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$600,000**
3. This is County priority number 4 of 7 projects.
4. Project Description/Scope: **The Glenwood Drive site at Post Mile 2.02 consists of an area approximately 100 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane and therefore the safety of the motoring public is at a greater risk because of the narrow traffic lanes at this location. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Glenwood Drive at post mile 2.02**
7. Project Length in miles (if applicable): **.02 miles**
8. Construction Schedule: **Summer-Fall 2014**
9. Cost Estimate

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<i>\$10,000</i>	<i>\$57,000</i>	<i>\$10,000</i>	<i>\$377,000</i>	<i>\$108,000</i>	<i>\$38,000</i>	<i>\$600,000</i>

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce fatal and injury collisions
Mobility (Provides congestion relief, support for alternative modes)	No
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Fully reopen roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	N/A
System Preservation	High – repair roadway and sidewalk
Air Quality/ Global Warming/Environment	N/A
Return on Investment/ Lifecycle Cost	Yes- repairs roadway and sidewalk

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Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Green Valley Rd PM 0.69 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$329,000**
3. This is County priority number 7 of 7 projects.
4. Project Description/Scope: **The Green Valley Rd site at post mile 0.69 consists of an area approximately 20 feet in length where the roadway and shoulder has been distressed or destroyed by undermining of the road and around the 8 foot culvert. The erosion required the County to place temporary steel plates over the slumped roadway to allow vehicle access. A new culvert and headwalls is now needed to restore the roadway and shoulder to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, remove and reinstall 8 foot culvert, reinforced concrete headwall, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Green Valley Rd at Post Mile 0.69**
7. Project Length in miles (if applicable): **.01 miles**
8. Construction Schedule: **Summer-Fall 2014**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<i>\$10,000</i>	<i>\$32,000</i>	<i>\$8,000</i>	<i>\$200,000</i>	<i>\$59,000</i>	<i>\$20,000</i>	<i>\$329,000</i>

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce potential collisions. Temporary steel plates have been installed over the damaged road section.
Mobility (Provides congestion relief, support for alternative modes)	No
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Fully reopen roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	N/A
System Preservation	High – repair roadway
Air Quality/ Global Warming/Environment	N/A

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Return on Investment/ Lifecycle Cost	Yes- repairs roadway, extend life of roadway
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Nelson Rd PM 2.0 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,500,000**
3. This is County priority number 1 of 7 projects.
4. Project Description/Scope: **The Nelson Rd site at PM 2.0 consists of an area approximately 350 feet in length where the roadway has been blocked by a massive debris flow. The debris flow has closed the road to through traffic and has blocked access to over 30 residents. A permanent bypass road is now needed to restore access to over 30 residents and fire, life and safety responders. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, bridge/culvert, excavation and backfill, new asphalt concrete pavement, and erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Nelson Road at post mile 2.0**
7. Project Length in miles (if applicable): **0.1 miles**
8. Construction Schedule: **Spring-Fall 2015**
9. Cost Estimate

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<i>\$60,000</i>	<i>\$101,000</i>	<i>\$350,000</i>	<i>\$690,000</i>	<i>\$230,000</i>	<i>\$69,000</i>	<i>\$1,500,000</i>

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce collisions, including for bikes and pedestrians. Narrow temporary bypass road is being utilized.
Mobility (Provides congestion relief, support for alternative modes)	Will reduce commute times and peak travel times
Accessibility (Opportunity and ease of reaching desired destinations.)	Fully reopen roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	N/A
System Preservation	High – repair roadway and sidewalk
Air Quality/ Global Warming/Environment	N/A
Return on Investment/ Lifecycle Cost	Yes- repairs roadway and sidewalk

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Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? Environmental permits and right of way mitigation may delay project
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	No

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
North Rodeo Gulch Rd PM 4.75 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **\$650,000**

3. This is County priority number 3 of 7 projects.

4. Project Description/Scope:

The North Rodeo Gulch Road site at Post Mile 4.75 consists of an area approximately 75 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane of alternating traffic and therefore the response times have increased for fire, life and safety responders. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: Road- Auto Serving **100%**

6. Project Location/Limits: **North Rodeo Gulch Rd at post mile 4.75, Soquel**

7. Project Length in miles (if applicable): .01 miles

8. Construction Schedule: **Summer-Fall 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<i>\$15,000</i>	<i>\$60,000</i>	<i>\$8,000</i>	<i>\$408,000</i>	<i>\$118,000</i>	<i>\$41,000</i>	<i>\$650,000</i>

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce potential collisions – bikes and autos. Two lane road is down to one lane with stop signs.
Mobility (Provides congestion relief, support for alternative modes)	No
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Fully reopen roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy, reduce SOV)	N/A
System Preservation	High – repair roadway

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Air Quality/ Global Warming/Environment	N/A
Return on Investment/ Lifecycle Cost	Yes- repairs roadway, extend life of roadway
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Redwood Lodge Rd PM 1.65 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 2 of 7 projects.

4. Project Description/Scope:

The Redwood Lodge Road site at Post Mile 1.65 consists of an area approximately 80 feet in length where the entire road width has dropped down about 4 feet and the outboard embankment has slipped out. The road slump and slipout has required the County to close the road to through traffic and therefore the response times have increased for fire, life and safety responders because they will have to use alternate routes. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, drainage facilities, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Redwood Lodge Rd PM 1.65**
7. Project Length in miles (if applicable): **.01 miles**
8. Construction Schedule: **Spring-Fall 2015**
9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
<i>\$15,000</i>	<i>\$85,000</i>	<i>\$8,000</i>	<i>\$644,000</i>	<i>184,000</i>	<i>\$64,000</i>	<i>\$1,000,000</i>

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will reduce fatal and injury auto and bicycle collisions
Mobility (congestion relief, support alternative modes)	No
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Fully reopen roadway with storm damage, provide bike access
Reliability	N/A
Productivity (throughput, reduce SOV, etc)	N/A
System Preservation	High – repair roadway
Air Quality/ Global Warming/Environment	N/A

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Return on Investment/ Lifecycle Cost	Yes- repairs roadway and sidewalk
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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PROJECT FACT SHEET
Vienna Dr at Mesa Dr Storm Damage Repair Project

1. Implementing Agency: County of Santa Cruz
2. Amount of STIP Funding Requested: \$ 550,000
3. This is County priority number 5 of 7 projects.
4. Project Description/Scope:
 The Vienna Drive site at Mesa Drive consists of an area approximately 60 feet in length where the outboard roadway has been distressed or destroyed by a slipout and the existing sidewalk has been undermined. The slipout has required the County to close the sidewalk and therefore the pedestrians are forced to walk along the shoulder of the road. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: (Approximate % of total project costs related to different transportation modes)

Road –Auto Serving	Pedestrian	TOTAL
97%	3%	100%

6. Project Location/Limits: Vienna Drive at Mesa Drive (Aptos area)
7. Project Length in miles (if applicable): .01 miles
8. Construction Schedule: Summer-Fall 2014

9. Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
\$10,000	\$47,000	\$10,000	\$348,000	\$100,000	\$35,000	\$550,00

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	Low: low usage, low traffic volumes
Safety (Hazard elimination)	Medium: Project will increase pedestrian safety The sidewalk at this location is closed because it has been undermined
Mobility (Provides congestion relief, support for alternative modes)	N/A
Accessibility (Opportunity and ease of reaching desired destinations.)	Medium: Provide access on roadway with storm damage
Reliability	N/A
Productivity (throughput, increase vehicle occupancy,	N/A

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reduce SOV)	
System Preservation	High – repair roadway and sidewalk
Air Quality/ Global Warming/Environment	N/A
Return on Investment/ Lifecycle Cost	Yes- repairs roadway and sidewalk
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? <u>Environmental permits could delay project</u>
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	No

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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12-42

TO: RTC Advisory Committees
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: Draft 2012 State and Federal Legislative Programs

RECOMMENDATIONS

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

1. Provide input on the RTC's State and Federal Legislative Programs for 2012 (Attachments 1 & 2, respectively), including identification of any new legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2012.
-

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its support and opposition of state and federal legislative or administrative actions. Working with its Sacramento and Washington, D.C. legislative assistants and transportation entities statewide, the RTC develops and implements the RTC legislative program, notifying state representatives of the RTC's positions on key issues, and monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

Staff is in the process of developing the RTC's 2012 State and Federal Legislative Programs. The Preliminary Draft 2012 State and Federal Legislative Programs for the RTC are attached (Attachments 1 & 2, respectively). **Staff recommends that RTC's advisory committee members provide input on the RTC's legislative program at this meeting and identify any additional issues the RTC should monitor or pursue in 2012.**

As transportation revenues continue to fall far below the needs of the multi-modal transportation system, the RTC will continue to focus on preserving funds dedicated to transportation and generating new, more stable revenue sources.

Staff is meeting with the Commission's advisory committees, local entities, and transportation agencies statewide over the next few weeks and will incorporate any additional changes into the draft Legislative Program to be presented to the RTC in December, with adoption of the final Legislative Programs scheduled for the January 2012 RTC board meeting.

SUMMARY

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

Attachment 1 - Draft State Legislative Program
Attachment 2 - Draft Federal Legislative Program

PRELIMINARY DRAFT

**Santa Cruz County
Regional Transportation Commission
2012 State Legislative Program**

FOCUS AREAS FOR 2012:

1. **Funding Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Santa Cruz Metropolitan Transit District projects
 - Local Street and Roadway Preservation
 - Bicycle and Pedestrian facilities
2. **Expand revenue-raising opportunities** and innovative financing options beyond the traditional gas tax.
 - **Sponsor legislation to expand the authority of the RTC and local jurisdictions to increase taxes** and fees for transportation projects, including increased gas taxes, new vehicle registration fees, and increases Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees by \$1 in order to support motorist aid programs.
 - **Support legislation that lowers the voter threshold** for local transportation funding measures, such as local transportation sales tax ballot measures, from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
3. **Address Air Quality/Climate Change:**
 - Support legislation to provide funding to reduce green house gas emissions, including funds needed to implement SB375 and AB32.
4. **Protect and Augment Transportation Funding:** Pursue policy and/or legislative changes to restore, preserve and augment funding for all modes of transportation:
 - Support legislation and other efforts to provide stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects
 - Advocate for prompt release of Proposition 1B bonds to projects in Santa Cruz County, including transit projects.
 - Ensure STIP funds are programmed and allocated to regions based on SB 45 formulas and the region's priorities, which may include projects on local streets and road. Ensure the State Budget allows flexibility to fund transit projects in the STIP.
 - Increase funding for state Safe Routes to Schools, Bicycle Transportation Account and other bicycle and pedestrian programs.
 - Support increased funding for local streets and roads, as highlighted in the statewide Local Streets and Roads Needs Assessment.
 - Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
5. **Support efforts to streamline Project Initiation Documents (PIDs).** Oppose efforts to transfer the State costs of PID development and oversight to local entities.

General Legislative Platform

1. Preserve Existing Transportation Funding and Formulas.

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

- a)** Support legislation and other efforts to ensure stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Could include increased per gallon excise tax or state sales tax on gasoline dedicated to transportation. *(Focus area for 2012)*
- b)** Support early and timely sale of bonds for transportation, including allocation of Proposition 1B for projects in Santa Cruz County. Support extension of legislative deadlines previously established for bond programs to coincide with the state's bonding ability. *(Focus area for 2012)*
- c)** Oppose proposals to shift transportation funds to non-transportation purposes and the State General Fund.
 - Protect existing highway and transit funds, including Highway Users Tax Revenue (gas tax), sales taxes for transportation, Public Transportation Account (PTA) and "spillover" revenues, against suspension, transfer or expenditure for non-transportation uses.
 - Support legislation that expedites repayment of transportation funds previously diverted to the State General Fund.
- d)** Support State Budget Reform that will bring fiscal discipline and predictability to the state budget.
- e)** Ensure that transportation planning funds are available to agencies throughout the year and are not withheld due to delays in enacting the state budget.
- f)** Support the continuation of state transportation funding programs dedicated to projects such as transit, Safe Routes to Schools, Bicycle Transportation Account, paratransit and Freeway Service Patrol.
- g)** STIP Modernization
 - Ensure State Transportation Improvement Program (STIP) funds are equitably programmed and allocated to regions, based on SB 45 (1998) formulas and regions' priorities, which may include local road rehabilitation and transit projects.
 - Ensure the State Budget and STIP Fund Estimate allow flexibility to fund all modes of projects in the STIP; increase flexibility for funding STIP projects.
 - Ensure that transit projects remain eligible for regional STIP funds, even if the STIP does not include Public Transit Account funds.
- h)** Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
- i)** Support legislation that would trigger an increase in the state excise tax on gasoline, to replace the federal gas tax, in the event that the federal tax expires or is reduced.

2. Support New Transportation Funding. Support countywide and statewide efforts to raise needed funds to maintain and enhance the transportation system, including:

- a)** Increase and index state gas and fuel taxes and other sources of transportation revenues so that transportation revenues keep pace with inflation/increased cost. Dedicate revenues to transportation projects and programs.

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- b) Support efforts to address and expand revenue-raising opportunities and innovative financing options beyond the traditional gas tax, especially in recognition of the fact that vehicle miles traveled increasingly exceed fuel consumption. *(Focus area for 2012)*
- c) Support the development of a steady stream of new transportation funds dedicated to local road rehabilitation and maintenance, especially for roadways utilized by bicyclists.
- d) Support legislative efforts to expand the authority of the RTC and local jurisdictions to increase taxes and fees for transportation projects, including gas taxes and fees, vehicle registration fees, congestion pricing, and fees relating to the reduction of greenhouse gas emissions. *(Focus area for 2012)*
 - Seek amendment to SB 83 (2009) to ensure all regional transportation agencies, not just Congestion Management Agencies (CMA), are authorized to seek voter approval to increase vehicle registration fees by up to \$10 to fund transportation programs and projects. *(Focus area for 2012)*
 - Support legislation that would allow the County of Santa Cruz to pursue a sales tax measure for transportation improvements in the unincorporated areas.
- e) Work with local elected officials, local agencies and interest groups to address continuing gaps in funding for local transportation projects and pursue new local funding sources.
- f) Support legislation that lowers the voter threshold for local transportation funding measures, including local transportation sales tax ballot measures from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
- g) Work to ensure that state transportation programs provide the maximum amount of revenues for the Santa Cruz County region. If special state funding programs are developed, support funding of projects in Santa Cruz County.
- h) Advocate that any new state revenues created for transportation be locally controlled and include safeguards to prevent diversion to the State General Fund.



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

- a) Support organizational reform efforts that streamline and otherwise improve transportation funding, programming or project delivery processes and eliminate unnecessarily and/or duplicative requirements.
- b) Support greater flexibility in contracting methods.
- c) Support initiatives that increase opportunities to trade federal funds for state funds, as currently exists for Santa Cruz County's share of Regional Surface Transportation Program (RSTP) funds.
- d) Grant preaward spending authority for transit projects, especially those funded by STIP.
- e) Support efforts to streamline Project Initiation Documents (PIDs) for projects on the State Route System in order to lower the overall cost of PID development. Oppose efforts to transfer the State costs of PID development and oversight to local entities that take the lead on highway projects. *(Focus area for 2012)*
- f) Oppose unfunded mandates on local and regional government.

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4. Air Quality/Climate Change (*Focus area for 2012*)

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

5. Specifics

a) Transit:

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

b) Transportation for Seniors and People with Disabilities

- Support transportation programs that are beneficial to communities with limited means.
- Increase funding levels for elderly and disabled transportation, including operating and capital funds for ADA paratransit service and vehicles.
- Support continuation of a competitive process, rather than formula distribution, of FTA5310 funds.
- Support funding transportation to dialysis and other medically necessary appointments; support Medicaid funding for transit and paratransit and oppose reductions in Medi-Cal funding for transportation.
- Support funding to ensure universal access, including access for paratransit vehicles within new developments, fully accessible transit stops and safe travel paths (accessible pedestrian facilities, including audible pedestrian signals), especially between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, and bus stops.



c) Bicycling & Walking

- Support legislative initiatives and modifications to the California Vehicle Code that would improve conditions for bicyclists and pedestrians, including safety and access.
 - Support legislation and local ordinances prohibiting parking in designated bicycle lanes, to allow law enforcement to ticket vehicles parked in bicycle lanes even if specific "no parking" signage is absent.

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- Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.
- Support increased funding for bicycle and pedestrian projects and programs, including education and awareness programs, the Bicycle Transportation Account, Safe Routes to Schools, Complete Streets programs, audible pedestrian signals, and programs that educate enforcement personnel regarding best practices.
- Support the inclusion and expansion of bicycle education programs (e.g. helmet laws, how to ride safely, etc.) in public and private schools, including high schools.
- Support Incentive Programs for bicycle and pedestrian commuters. Support efforts to extend the transportation fringe benefits in the state tax code to bicycle and pedestrian commuters.



d) Transportation Demand Management/Carpooling:

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

e) SAFE Callbox and Freeway Service Patrol

- Support proposals to increase state funding of Freeway Service Patrol programs.
- Support increased flexibility for compatible expenditures of SAFE funds.
- Support continuation of the \$1 SAFE vehicle registration fee and seek authorization to increase the fees by \$1.00 to fund Freeway Service Patrol and other motorist aid programs. (Focus area for 2012)

f) Safety

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

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

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

PRELIMINARY DRAFT

Santa Cruz County



Regional Transportation Commission

2012 Federal Legislative Program

1. Next Federal Transportation Act: (Focus Area for 2012)

The Santa Cruz County Regional Transportation Commission (RTC) will work with our congressional representatives, local entities, regional agencies, the State of California and federal agencies to advance RTC's policy priorities in development of the next Federal Transportation Act. Priorities include:

- a) Increase funding levels for all modes, as needed to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Provide sufficient funds to allow agencies in Santa Cruz County to replace crumbling infrastructure, minimize traffic congestion, reduce greenhouse gas emissions, improve safety, and expand travel options available to citizens and visitors. Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, sidewalks, and transit.
- b) Support development of a formula funding program targeting greenhouse gas emissions and air quality. Could include changes to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program that expand eligibility of access to the funds in order to allow Santa Cruz County to receive funds to reduce emissions from vehicles in Santa Cruz County.
- c) Ensure equitable distribution of funds to California and Santa Cruz County, which may include direct subventions to counties and Metropolitan Planning Organizations. Oppose proposals which restrict, redirect or otherwise disproportionately direct funds to large metropolitan areas or "megaregions" or National and Interstate Highways. Ensure that proposals for innovative financing, including infrastructure banks, do not result in diversion of funds from or negatively impacts to small regions.
- d) Support extension of the Small Transit Intensive Cities Program (STIC).
- e) Make the existing federal gas tax permanent and support development of new funding mechanisms for transportation to ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account. Given that current per-gallon gasoline fees are insufficient to address transportation infrastructure needs, this may include increasing and indexing gas taxes and fees and collecting fees based on vehicle miles traveled.
- f) Streamline project delivery. Support regulations to streamline federal project delivery requirements and integrate planning, project development, review, permitting, and environmental processes to reduce project costs and delays.
- g) Provide procurement preference for building and paving materials that have a lower emissions footprint than conventional materials but demonstrate comparable performance.

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- h) Preserve federal funding programs most commonly utilized in Santa Cruz County, such as the Transportation Enhancement Program (TE) for bicycle and pedestrian projects, FTA Section 5307, 5311, 5310, STIC, JARC, and New Freedom (NF) transit programs, Regional Surface Transportation Program (RSTP), Highway Safety program (HSIP), local bridge program (HBP), Safe Routes to Schools (SRTS), and federal Planning (PL); or provide replacement programs that will continue to provide essential funding to Santa Cruz County projects at current levels. Oppose proposals that would reduce funding to these programs.
- i) Include funding programs for rail line maintenance and rail goods movement that could be used to address needs on the Santa Cruz Branch Rail Line.

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

- a) Seek federal funds for high priority projects in Santa Cruz County through the next federal transportation authorization, annual appropriations, stimulus, or other special funding bills or programs. Priority projects include (not shown in priority order):
 - Projects on Highway 1
 - Infrastructure improvements to the Santa Cruz Branch Rail Line
 - Local road repair and sidewalk projects
 - Intelligent Transportation System (ITS)/511 program
 - Santa Cruz Metropolitan Transit District's priority transit projects
 - Monterey Bay Sanctuary Scenic Trail (MBSST)
 - Watsonville/Pajaro Rail Station
 - ~~Projects otherwise delayed due to state funding shortfalls~~
- b) Promote inclusion of funding for transportation infrastructure and transit operations in any new national funding programs, including climate change, cap and trade, economic stimulus/jobs bills, or infrastructure investment legislation. Ensure that those funds are available to deliver state, regional, and local projects. Ensure flexibility to use the funds to accelerate delivery of existing projects.
- c) Support timely annual allocations at the maximum levels allowed for programs authorized by the federal transportation act in order to meet growing transportation needs for local streets and roads, improving transit, relieving traffic congestion, encouraging alternative modes of transportation, and meeting increased paratransit demands. Allow for flexibility to use Federal Transit Administration urban and non-urban funds for both capital and operations.
- d) Oppose unfunded mandates on local and regional governments, in order to reduce project costs and maximize funding for infrastructure projects.
- e) ~~Oppose proposals that would combine Santa Cruz, Watsonville, and Salinas into one urbanized area, given that they are not one continuous urban area, but rather separated by large rural areas. Furthermore, this reclassification could otherwise significantly reduce funding available for transit in the region.~~

3. Air Quality and Climate Change:

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



4. Support Improved Elderly and Disabled Transportation.

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

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

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

6. Freight and Passenger Rail

- a) Support funding and incentives that could be used for freight and passenger railroad maintenance, capacity expansion and safety improvement projects on the Santa Cruz Branch Rail Line.
- b) Support full funding for the combined Federal and State funding program for rail capital projects in which federal funds are used for 80% of the project's cost and state funds for the remaining 20%, as provided for highway capital projects.



- c) Support the ongoing extension of Section 45G Railroad Track Maintenance Credit that provides 50 percent tax credit to short line railroads conducting qualified railroad track maintenance.
- d) Support measures that will facilitate the shared use of tracks by passenger and freight rail.

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

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

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13-10

AGENDA: November 8, 2011

TO: Elderly/Disabled Transportation Advisory Committee
FROM: Karena Pushnik, Senior Transportation Planner
RE: Pedestrian Safety Work Group Update

RECOMMENDATIONS

This item is mainly for your information, however feedback is encouraged.

BACKGROUND

The Pedestrian Safety Work Group is a subcommittee of the Elderly & Disabled Transportation Advisory Committee. The work group has 5 members, plus RTC staff: Veronica Elsea (chair), Hal Anjo, John Daugherty, Sally French and April Warnock.

DISCUSSION

The Pedestrian Safety Work Group received a planning grant and is developing a pedestrian plan which includes priority pedestrian improvement areas based on key origins and destinations for seniors and people with disabilities, accident rates and prime pedestrian corridors.

The group prepared a sidewalk maintenance report and is mid-way through a public outreach campaign to help the community: 1) understand the value of a good sidewalk network 2) attributes of a good sidewalk, 3) maintenance responsibilities, and 4) how to report bad sidewalk conditions (Attachment 1). Chair Elsea will provide an overview of the results of the campaign, thus far.

In addition, the Work Group provided input into the updated online Hazard Report form on the RTC's new website (<http://sccrtc.org/services/hazard-reports/>). The Hazard Report is attached will be provided at the meeting (Attachment 2).

Feedback on the Hazard Report or outreach campaign are welcome.

Attachments:

1. Sidewalk Maintenance Public Outreach Campaign
2. RTC Website Hazard Report Form

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Attachment 1

2011 Sidewalk Maintenance Public Outreach Campaign

Developed and Implemented by the Pedestrian Safety Work Group, a subcommittee of the RTC's Elderly & Disabled Transportation Advisory Committee, in conjunction with local jurisdictions.

Sidewalk Safety & Maintenance Messages:

1. Community Value of Good Pedestrian Network and Walkable Communities

- Everyone is a pedestrian
- Community value of safe and accessible sidewalks
- Everyone benefits from good sidewalks: seniors, children, pets, families, people with disabilities, etc.
- Walkability a key component of a healthy community
- Walking is a low-cost, environmentally-friendly way to get around
- Good sidewalks increase attractiveness and property value of your home
- Good neighborhoods, including sidewalks, are our collective responsibility
- Experiencing your community via the sidewalk network is enriching
- Local weather conditions create an ideal walking environment

2. Attributes of Good Sidewalks

- No matter where you are, you have a right to expect the sidewalk to be in good condition.
- Goal is to minimize "tip and trip" hazards on sidewalks
- Common sidewalk design and maintenance standards exist throughout the county
- Elements of good sidewalks include:
 - Smooth surfaces: no gaps or uplifts of ½ inch or more
 - Clear path/walkways (4' wide x height clearance of 7')
 - i. Control overgrown trees, shrubs and roots
 - ii. Remove barriers from pathways (cars, recreation vehicles, realtor signs, trash cans, etc)
 - Minimal slopes that prevent tipping hazards
 - Non-slip surfaces
 - Controlled Tree Roots
 - i. Plant trees using root barriers
 - ii. Most Local jurisdictions have sidewalk friendly tree recommendations

3. Maintenance Responsibilities

- Per California Streets and Highway codes, property owners are responsible for sidewalk maintenance, and could be liable if not properly maintained
- Maintenance standards exist for safe and accessible sidewalks
- Fix sidewalks to avoid unnecessary legal hassles and costs

- Sometimes help is available for: grinding, tree selection, shared contractors and zero interest loans. Consult with your local jurisdiction or insurance agent.

4. Report Sidewalk Conditions

- Report sidewalk problems, ideas, and suggestions directly to your local jurisdiction or to the RTC
- Report sidewalks that need maintenance, lack of sidewalks, access barriers/hazards, and street crossing issues (cross walks, signals, curb ramps, etc.)
- Refer to standards (2nd message) for tip and trip hazards (uplifts, gaps, surface, clearance)
- Contact your local jurisdiction Public Works Department if you're unsure about problems with sidewalks adjacent to your property
- Use the Pedestrian Access Report or new Hazard Report on RTC website
- Renters are encouraged to contact their landlord or use hazard reports about issues with sidewalks in front of their residence
- Get involved in pedestrian advocacy groups (Mission Pedestrian, E&D TAC, CTSC to help identify unmet needs and work toward solutions
- Highlight good examples countywide of businesses/property owners as an expression of community values

Outreach Components:

General for all areas of the county:

- Write and Distribute Public Service Announcements (PSA) in English & Spanish
- Radio PSAs
- Video Public Service PSA's on TV or YouTube (tape through Transportation Café)
- Community TV featuring Hope Services
- Guest editorials in Sentinel for each topic by individual Work Group members
- Articles in other media (work with local and guest reporters)
 - Press Releases – RTC Staff
 - Sentinel Article – Jason Hoppin
 - Mary Lou Goeke – Register-Pajaronian
 - Chuck Molinar – Sentinel
- Talk Show circuit –
 - KZSC – John Sandidge and Grapevine/Bruce Bratton
 - KSCO – Saturday Special/Michael Zwerling
 - KUSP – Talk of the Bay
 - Spanish Radio?

- Notice in property tax bills
- Presentations to Realtor Boards – RTC will combine with other presentation
- Disclosure language for property sales
- Contractor education of best practices
- List Standards on RTC website
- Search word optimization for internet sites: sidewalk maintenance, sidewalk repair, etc (also include hot links to other resources and the Hazard Form) – RTC
- Contacts from 3/26/11 Ped Workshop
- Spanish:
 - La Ganga
 - Radio
 - Farmers Market
 - Contacts from 3/26/11 Ped Workshop
- South County outreach

Specific to LJ's, agencies or areas:

- Inserts in utility bills
- Enews blasts
- List or link on agency websites- RTC
- Presentations to neighborhood meetings (Santa Cruz Neighbors, etc)
- Work with local advocacy groups (Mission Pedestrian, etc)
- Inclusion in community/business/neighborhood/environmental group newsletters – RTC
 - Our Town – Watsonville
 - SCHMU Review – Santa Cruz

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Attachment 2

Notify us of obstacles or hazards that may inhibit bike or pedestrian travel by using the RTC's Hazard Report. These reports are forwarded to the appropriate local jurisdiction for action. Reports may be submitted at any time.

Priority: Minor

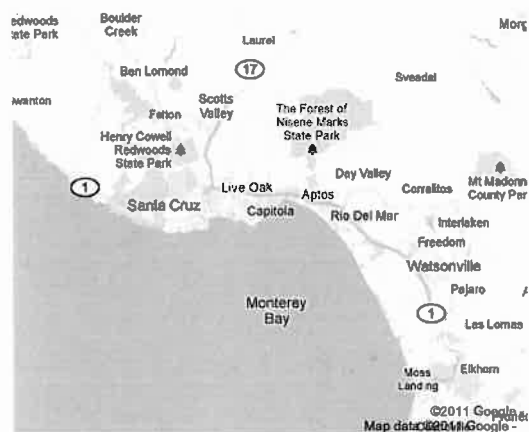
Street/road _____

Cross Street _____

City

Direction of Travel _____

Nearest Address or Mile Marker



Use this map to locate the hazard you wish to report.

Check all that apply and describe below:

- ☐ Rough pavement or potholes
- ☐ Pavement cracks
- ☐ Lighting problem
- ☐ Plant overgrowth or interference

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- ☐ Traffic signal problem
- ☐ Railroad hazard
- ☐ Debris on shoulder or bikeway
- ☐ Hazardous drain grate
- ☐ Bikeway not clearly marked
- ☐ Damaged bikeway signs
- ☐ Vehicles or objects blocking sidewalk
- ☐ Lack of sidewalk
- ☐ Debris on sidewalk
- ☐ Damaged sidewalk
- ☐ Lack of wheelchair access
- ☐ Excessive driveway slope
- ☐ Sidewalk too narrow
- ☐ Pole blocking walkway
- ☐ No crosswalk or striping
- ☐ Construction hazard
- ☐ Other

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Please add any relevant descriptive details or comments, or how this hazard has impacted you:

To provide a photo or sketch of the hazard, insert a file here (max. size 1MB):

Browse...

The following optional fields will allow the entity responsible for addressing the hazard to contact you if additional details are needed. It will also allow an email acknowledgement of your submission.

Your full name:

(required)

Your email address:

(valid email required)

Your phone number:

Where did you hear about this form?

NOTE: Private property owners are responsible for the maintenance of sidewalks adjacent to their property, per California law. Hazard reports for these conditions will be forwarded to the property owner. [See 2010 Report on Sidewalk Safety and Accessibility](#)

If you prefer you can fill out a PDF downloadable form, rather than using the online form: [Pedestrian](#) or [Bicycle](#).

Submit

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