



## Santa Cruz County Regional Transportation Commission

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### AGENDA

**Thursday, May 3, 2012  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
City of Capitola  
420 Capitola Ave  
Capitola CA 95010**

**NOTE**

*See the last page for details about access for people with disabilities and meeting broadcasts.*

**En Español**

*Para información sobre servicios de traducción al español, diríjase a la última página.*

**AGENDAS ONLINE**

*To receive email notification when the RTC meeting agenda packet is posted on our website, please call (831) 460-3200 or email [info@sccrtc.org](mailto:info@sccrtc.org) to subscribe.*

### COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Rich Krumholz
City of Capitola	Kirby Nicol
City of Santa Cruz	Don Lane
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Ellen Pirie
County of Santa Cruz	John Leopold
County of Santa Cruz	Mark Stone
County of Santa Cruz	Neal Coonerty
County of Santa Cruz	Greg Caput
Santa Cruz Metropolitan Transit District	Dene Bustichi
Santa Cruz Metropolitan Transit District	Lynn Robinson
Santa Cruz Metropolitan Transit District	Ron Graves

*The majority of the Commission constitutes a quorum for the transaction of business.*

*Article 8 Transportation Development Act Claims – only City and County representatives vote*

*Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote*

1. Roll call
2. Oral communications

*Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda*

*Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.*

3. 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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.*

### **MINUTES**

4. Approve draft minutes of the April 5, 2012 Regional Transportation Commission meeting
5. Approve draft minutes of the April 19, 2012 Transportation Police Workshop meeting
6. Accept draft minutes of the April 9, 2012 Bicycle Committee meeting

### **POLICY ITEMS**

*No consent items*

### **PROJECTS and PLANNING ITEMS**

7. Accept third quarter FY 11-12 Regional Transportation Commission (RTC) work program progress report

### **BUDGET AND EXPENDITURES ITEMS**

8. Accept status report on Transportation Development Act (TDA) revenues

**ADMINISTRATION ITEMS**

9. Approve extension of the Watsonville Satellite office lease contract (Resolution)

**INFORMATION/OTHER ITEMS**

10. Accept monthly meeting schedule
11. Accept correspondence log
12. Accept letters from RTC committees and staff to other agencies
  - a. Letter to Ken Anderson, City of Scotts Valley Public Works Director, regarding the 2012 City of Scotts Valley Bicycle Transportation Plan
  - b. Letter to Penny Gray, Bicycle Program Manager, California Department of Transportation Division of Local Assistance, regarding certification of the 2012 City of Scotts Valley Bicycle Transportation Plan
13. Accept miscellaneous written comments from the public on RTC projects and transportation issues
14. Accept information items

*No consent items*

**REGULAR AGENDA**

15. Commissioner reports – oral reports
16. Director's report – oral report  
(*George Dondero, Executive Director*)
17. Caltrans report and consider action items
  - a. Construction projects update
  - b. District Director's report
18. Highway 1 Soquel/Morrissey Auxiliary Lane project update  
(*Kim Shultz, Senior Transportation Planner*)
  - a. Staff report
19. Article 4 Transportation Development Act (TDA) Allocation Claim from the Santa Cruz Metropolitan Transit District (METRO)  
(*Karena Pushnik, Senior Transportation Planner*)
  - a. Staff report

- b. Resolution to approve the METRO TDA Article 8 allocation claims
  - c. Metro TDA claim and operation/budget pages
20. Article 8 Transportation Development Act (TDA) Allocation Claim from the City of Santa Cruz on behalf of the Community Bridges  
*(Karena Pushnik, Senior Transportation Planner)*
- a. Staff report
  - b. Resolution to approve the City of Santa Cruz on behalf of the Community Bridges TDA Article 8 allocation claims
  - c. Community Bridges TDA claim and operation/budget pages
21. Article 8 Transportation Development Act (TDA) Allocation Claim from the City of Santa Cruz on behalf of the Volunteer Center  
*(Karena Pushnik, Senior Transportation Planner)*
- a. Staff report
  - b. Resolution to approve the City of Santa Cruz on behalf of the Volunteer Center TDA Article 8 allocation claims
  - c. Volunteer Center TDA claim and operation/budget pages
22. 2012 Regional Transportation Improvement Program (RTIP) amendments
- a. Staff report
  - b. Resolution to amend the 2012 RTIP
  - c. RTIP amendments
23. Adjourn to special meeting of the Service Authority for Freeway Emergencies
- a. SAFE agenda attached separately
24. Next Meetings

The next RTC meeting is scheduled for Thursday, June 7, 2012 at 9:00 a.m. at the Watsonville City Council, 475 Main St, Watsonville, CA

The next Transportation Policy Workshop meeting is scheduled for Thursday, May 17, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

### **HOW TO REACH US**

*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 / fax (831) 460-3215*

*Watsonville Office  
275 Main Street, Suite 450, Watsonville. CA 95076*



(831) 768-8012

email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

## **HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS**

**Broadcasts:** Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV's channels and schedule can be found online ([www.communitytv.org](http://www.communitytv.org)) or by calling (831) 425-8848.

**Agenda packets:** Complete agenda packets are available at the RTC office, on the RTC website ([www.sccrtc.org](http://www.sccrtc.org)), and at the following public libraries:

- Aptos Branch Library
- Central Branch Library
- Watsonville Library
- Branciforte Library
- Scotts Valley Library

For information regarding library locations and hours, please check online at [www.santacruzpl.org](http://www.santacruzpl.org) or [www.watsonville.lib.ca.us](http://www.watsonville.lib.ca.us).

**On-line viewing:** The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Those receiving paper agendas may sign up to receive email notification when complete agenda packet materials are posted to our website by sending a request to [info@sccrtc.org](mailto:info@sccrtc.org). Agendas are typically posted 5 days prior to each meeting.

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## **HOW TO REQUEST**

### **❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.*

### **❖ SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del Condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language*

*translation is available on an as needed basis.) Please make advance arrangements (at least three days in advance) by calling (831) 460-3200.*

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## **Santa Cruz County Regional Transportation Commission**

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### **MINUTES**

**Thursday, April 5, 2012  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
County Board of Supervisors  
701 Ocean St.  
Santa Cruz CA 95060**

**1. Roll call**

The meeting was called to order at 9:02 a.m.

**Members present:**

Aileen Loe  
Don Lane  
Ron Graves  
John Leopold  
Lynn Robinson  
Martin Garcia (Alt.)  
Neal Coonerty

Kirby Nicol  
Ellen Pirie  
Randy Johnson  
Dene Bustichi  
Mark Stone

**Staff present:**

George Dondero  
Luis Mendez  
Cory Caletti  
Elena Loya

Yesenia Parra  
Rachel Moriconi  
Kim Shultz  
Daniel Nikuna

**2. Oral communications - none**

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

Add-on pages for items 13, 16 and 21 were distributed.

### **CONSENT AGENDA**

**(Pirie, Lane) Approved with Commissioner Alternate Garcia Abstaining**

### **MINUTES**

**4. Approved draft minutes of the March 1, 2012 RTC meeting**

5. Accepted draft minutes of the February 13, 2012 Bicycle Committee meeting
6. Accepted draft minutes of the February 16, 2012 Interagency Technical Advisory Committee meeting

## **POLICY ITEMS**

*No consent items*

## **PROJECTS and PLANNING ITEMS**

*No consent items*

## **BUDGET AND EXPENDITURES ITEMS**

7. Accepted status report on Transportation Development Act (TDA) revenues
8. Accepted FY 2011-12 semi-annual Internal Financial Statements (enclosed separately for Commissioners only)

## **ADMINISTRATION ITEMS**

9. Approved nominations to the RTC Bicycle Committee

## **INFORMATION/OTHER ITEMS**

10. Accepted monthly meeting schedule
11. Accepted correspondence log
12. Accepted letters from RTC committees and staff to other agencies
  - a. Letter to Rich Krumholz, District Director, Caltrans District 5 regarding a proposal to install rumble strips on Highway 1 in Santa Cruz County
  - b. Letter from the Bicycle Committee to Christopher J. Murphy, Director, Office of Traffic Safety, regarding support for the County of Santa Cruz Health Services Agency's grant application
13. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
14. Accepted information items
  - a. Article – "Temporary barrier installed at Laurel Curve aimed at safety" by Ramona Turner, Santa Cruz Sentinel
  - b. Article – "New pavement technique will be tried at Laurel Curve on Highway 17" by Gary Richards

**REGULAR AGENDA**

15. Commissioner reports – no oral reports

16. Director's report – oral report

Executive Director George Dondero reported the following:

- Public workshop to discuss goals and policies for the transportation plan to be held on April 19<sup>th</sup> at 6:30 PM at Live Oak Senior Center;
- April 9<sup>th</sup> Bicycle Committee meeting moved to Museum of Art and History at which Caltrans will present information on potential rumble strips for Highway 1;
- New episode of Transportation Café show focusing on the Highway 1 Auxiliary Lanes project construction to be aired in April by Community TV;
- Current funding for the Freeway Service Patrol on Highway 1 will be exhausted by end of May;
- Survey to gauge support for a \$10 vehicle registration fee was completed and the consultant will present results at the April 19<sup>th</sup> Transportation Policy Workshop meeting;
- Jason Laning was hired to fill a vacant administrative assistant position and David Pape was hired to fill a vacant transportation planning intern position;
- The Executive Director will present on the Sustainable Transportation Analysis and Rating System (STARS) at the American Planning Association national conference in Los Angeles and will attend the meeting to the Transportation Research Board Committee on Transportation and Sustainability in San Diego; and
- Proposals for operating freight and recreational rail service on the Santa Cruz Branch Rail Line are due on April 6<sup>th</sup> and significant interest has been expressed by prospective proposers.

Commissioners requested an email note with the list of firms submitting proposals for operating the Santa Cruz Branch Rail Line and said that one or two commissioners may want to participate in the interviews of those firms.

17. Caltrans report and consider action items

Caltrans District 5 Assistant Director Aileen Loe reported the following:

- Appreciation for attendance of Executive Director George Dondero at farewell gathering for retired Caltrans Director Rich Krumholz;
- Rachel Falsetti was appointed interim Caltrans District 5 Director;
- Caltrans launched "QuickMap" a system to provide travel information;
- Caltrans must pay a \$2.37 million arbitration settlement to close the completed Highway 1/17 Merge Lanes Project, which will required the use

of some future State Transportation Improvement Program (STIP) funds designated for Santa Cruz County;

- Median barrier gap on Highway 17 at Laurel Road temporarily closed to prevent head-on collisions; and
- Dynamic curve warning sign installed on highway 17 at Laurel Road and high friction pavement treatment to be applied to reduce motorist speeds.

**Public Comments:**

**Larry Lopp** said that it was tragic that a man lost his life and that improvements on Highway 17 should serve to preserve life. He said that he respects and thanks Caltrans for all the improvements on Highway 17. However, Laurel Road residents do not want the barrier and want their road back. They also would like to be included in decisions Caltrans is making on their road. He noted that the barrier has created a 7 mile additional travel time for local residents just to make the turn.

**Alex Lerma** said he is part of the Loma Prieta Fire Department as well as a rescue and safety employee. He said that the Fire Department spends a lot of time at the Laurel Road area, especially during the winter months. He said that without the Laurel Road access, the Fire trucks will need to take alternate routes that would increase their response time, which could be the difference between life and death. He recommends a more reasonable compromise.

**Christa Sinclair** is a resident that uses the left hand turn at Laurel Curve. She is the mother of 2 boys, ages 3 and 6. Due to districting laws, her children attend Vine Hill elementary school in Scotts Valley. This commute now requires a very dangerous U- turn on Highway 17 during commute traffic. She said that safety for commuters at the cost of Laurel Curve residents is wrong. She said that residents can't take Redwood Lodge Road and they really do not have the option of back roads.

**Joan Schwimmer** resides at the corner of Laurel/Shulties and Redwood Lodge. She said all the signage and barrier installation has not slowed traffic, but that, quite the opposite, commuters seem to feel they can drive even faster. She said that the central issue is speed. She recommended that the CHP use cameras. She noted that it's a difficult situation with finances but residents on Laurel, Shulties and Redwood Lodge road are concerned for their safety as well. She said that these little roads are essential to give access not only to residents but also to emergency vehicles. She said that perhaps a toll gate at the top of Laurel Road would prevent commuters from using it when there is traffic on Highway 17. She said that the residents up in the mountains feel like they are in a 3<sup>rd</sup> world country.

**Robert Kundus**, resident and business owner, asked how he will get people to come up to his campground if Caltrans blocks the small roads. The Caltrans work is causing potential customers to use Redwood Lodge Road, which

means they can easily miss the entrance to his campground. He said that 2 days after the installation of the barrier, scuff marks were already on it. He noted that residents are willing to work with Caltrans. He suggested that Commissioners take a road trip to experience the dangerous and terrible roads that residents are asked to travel.

**Luke Rizzuto** thanked Caltrans for their work on the area and the barrier. He suggested an overpass like the one at Bear Creek Road. He said that residents really need a left-hand turn even with the safety concerns. Fuel consumption is also a concern when asking residents to add 7 miles to their commute. He said it is time for an overpass between Scotts Valley and the Summit.

**John Herr** thanked Caltrans for all the safety improvements they have made on Highway 17 over the past 40 years. He also thanked the Commission for local road improvements. He said that the residents need their roads to remain open and usable.

**New resident did not state her name:** said that she has been a Laurel resident for less than a week and that the current turn is very dangerous.

**Tom Stamper** said he had been a San Jose post office employee for many years and has used Highway 17 as his route to work many times. He also makes many supermarket trips to Scotts Valley and having to make this new turn is very dangerous. He is worried that emergency vehicles will not reach his home in time due to all the road closures and conditions. He would like to see the left-hand turn back at Laurel Curve.

**John Thorington**, resident of Laurel for over 39 years, thanked the Laurel Women's Club for advocating for the Laurel Road left-hand turn. He said that vehicle speed is the key factor. He said he agrees with CHP, that changes need to be made for the greater good, but that the changes have made the commute for the local residents far more dangerous. He recommends that Caltrans put concrete barriers on each side of a left turn lane, with a soft ending on each barrier, so that it seems like you are going into a tunnel.

**Santa Cruz CHP Captain Matt Olsen** said he attended both the September 2011 and the March 2012 meeting of the SAFE on 17 Task Force. He said that the CHP developed more information for Caltrans that indicates that 26% of accidents on Highway 17 occur at Laurel Curve. He also said that the number of collisions since 2008 have gone up dramatically. He also noted that Caltrans did a traffic count for the Laurel Road left-hand turn and results are 14 vehicles for a 1.5 hour span. He noted that there have been 4 fatalities since 2008. The severity of collisions is due to vehicle cross-over. He also said that when it rains, CHP triples the number of units on Highway 17. CHP has been able to increase enforcement thanks to the RTC funding. He said that a large number of speeding tickets have already been issued. He said that CHP is looking forward to the Caltrans studies on Highway 17. He also noted a brand new sign that clocks vehicle speed.

Commissioners discussed the need to reassess the implementation of the barrier to ensure that a more dangerous situation was not created. They also discussed a possible assessment on residents to fix local roads and the need for public input throughout this project.

Commissioner Leopold announced his April 18, 2012 community meeting starting at 5:30 pm at the Loma Prieta Community Center. He said the meeting would be dedicated to a discussion on resident concerns regarding the Laurel Curve proposed improvements.

Commissioner Loe said that the high friction surface treatment would be installed during the summer.

18. Highway 1 Soquel/Morrissey Auxiliary Lane project update

Senior Transportation Planner Kim Shultz reported that the project is moving forward and that the RTC contracted a local arborist to preserve and protect remaining trees. He also reported that staff and the contractor met with the State Department of Fish and Game to discuss the work along the slopes in the wetland area. Mr. Shultz said staff would be submitting a request for approval to begin the work in the wetland areas.

Bruce Shewchuk, resident engineer, reported that temporary barriers and striping have been installed and the vegetation removal has been completed. He noted that the recent rains have pushed the project out an additional 2 weeks. He said that the activities that follow include removal and hauling of downed vegetation, installation of footings on the northbound retaining walls, and installation of guard rails.

19. Article 8 Transportation Development Act (TDA) Allocation Claims from the County of Santa Cruz for Bicycle and Pedestrian Improvement Projects

Luis Mendez said that the County of Santa Cruz submitted a TDA claim for bicycle lane maintenance and the Calabasas School Safety Improvement project. They are also requesting a transfer of funds allocated to the Wilder Ranch Path Phase II project to bicycle lane maintenance.

Commissioner Stone moved and Commissioner Pirie seconded to approve the County of Santa Cruz TDA claim request. (Resolution 17-12)

Article 8 claims require a vote from City and County representatives only. Commissioners Nicol, Lane, Johnson, Pirie, Leopold, Stone, Coonerty and Commissioner Alternate Garcia unanimously approved the motion.

20. 2012 State Transportation Improvement Program (STIP) Update



Rachel Moriconi reported that the California Transportation Commission (CTC) allocated \$8.9 million to 8 RTC requested projects. Ms. Moriconi reminded Commissioners to encourage their jurisdictions to have projects ready to construct so they would not lose any of the allocated funding. She also noted that the CTC programmed some projects for later years than originally proposed by the RTC to ensure that funding constraints were met.

21. 2012 State and Federal Legislative Updates

Rachel Moriconi, Senior Transportation Planner reviewed a few of the legislative items that staff will be monitoring. She noted that the ninth extension of the federal transportation act, SAFETEA-LU, was approved. The act was due to expire on March 31, 2012 and has been extended for 90 days. This is the region's largest source of federal transportation funding. Staff will continue to monitor state transportation bills.

22. Aptos Village Plan Railroad At-Grade Crossings

Executive Director George Dondero reported that the RTC has been invited to be part of the discussions related to the railroad at grade crossings in Aptos Village.

Commissioner Robinson motioned and Commissioner Lane seconded staff's recommendation to participate in the discussion, to hire Mr. Paul Chrisman to serve as Legal Counsel during these discussions, and to use funds in the administration budget for legal counsel expenses. The motion passed unanimously.

23. California Association of Councils of Governments Board Member Appointment

Executive Director George Dondero said that Commissioner Mark Stone had served as the RTC representative for the past 5 years but has stepped down. He said that Chair Nicol and he spoke to a few Commissioners and that Commissioner Bustichi would consider representing the RTC and would make his decision by the next Commission meeting.

24. Adjourn to special meeting of the Service Authority for Freeway Emergencies

The meeting adjourned at 11:00am and there was no meeting of the Service Authority for Freeway Emergencies this month.

25. Next Meetings

The next RTC meeting is scheduled for Thursday, May 3, 2012 at 9:00 a.m. at the Capitola City Council, 420 Capitola Ave, Capitola, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, April 19, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Yesenia Parra, Staff

**ATTENDEES**

Larry Lopp	resident
Alex Lerma	Loma Prieta Fire Department
Christa Sinclair	resident
Joan Schwimmer	resident
Robert Kundus	resident
Luke Rizzuto	resident
John Herr	resident
Tom Stamper	resident
John Thorington	resident
Captain Matt Olsen	Santa Cruz CHP
Bruce Shewchuk	Resident Engineer



**Santa Cruz County Regional  
Transportation Commission  
Transportation Policy Workshop**

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**MINUTES**

**Thursday, April 19, 2012  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
SCCRTC Conference Room  
1523 Pacific Ave  
Santa Cruz, Ca**

**1. Introductions**

Chair Coonerty called the meeting to order at 9:05 am. Self introductions were made.

**Members present:**

Aileen Loe	Neal Coonerty
Kirby Nicol	Greg Caput
Don Lane	Dene Bustichi
Randy Johnson	Daniel Dodge (Alt.)
Eduardo Montesino	Ron Graves
Ellen Pirie	John Leopold

**Staff present:**

George Dondero	Karena Pushnik
Luis Mendez	Yesenia Parra
Cory Caletti	Kim Shultz
Rachel Moriconi	Ginger Dykaar
Grace Blakeslee	

**2. Oral communications**

*None*

*No items this month*

**CONSENT AGENDA**

**REGULAR AGENDA**

### 3. Transportation Funding Strategies to Address Backlog of Needs

Rachel Moriconi, Senior Transportation Planner presented the staff report noting that existing revenues only cover about 50% of needs for the transportation system. She also noted that the survey conducted by Godbe Research was specific to increasing vehicle registration fees (VRF) by \$10.00.

Bryan Godbe, Godbe Research, reported that a 20-minute land-line and cellular telephone survey of likely voters was conducted.

The telephone survey shows that 62% of voters support the proposed \$10 increase in the vehicle registration fee before being informed about the potential measure. After being informed the support grows to 69%.

Mr. Godbe said that there is sufficient support for a \$10 VRF and recommends considering placing a ballot measure on the November 2012 ballot. He said that his opinion is that for this measure to be successful an independent well done campaign must be part of the process. He said that the campaign must stress accountability. He also noted that the State deadline to put a ballot measure on the November ballot is August 10, 2012.

Executive Director George Dondero said that the RTC would be able to bond the anticipated VRF funding. This would allow the jurisdictions to complete projects immediately which would show the community how their money is being spent and would put the RTC in a good position for a possible 2014 sales tax initiative.

Responding to a question, Ms. Moriconi said that, overall, the public recognizes there are needs and there is strong support for RTC projects. Funds from the VRF will not solve all the needs because the needs are too great; however, the anticipated \$2.3 million from the \$10 VRF can complete many projects.

Commissioners discussed several concerns, including the \$300 million dollar project backlog, the possibility of a successful independent campaign, timing given all the other ballot measures proposed, and over promising. Commissioner Leopold said that to make this a successful measure it must be a team effort and all Commissioners need to support the process and help in the campaign.

Ms. Moriconi noted the importance of focusing on road preservation and maintenance so that the existing bad conditions of our roads do not worsen. She also noted that although VRF funds could potentially be used to leverage other funding because state and federal funds almost always require local matches.

Commissioners asked staff to provide a list of all local measures that will be on the November ballot.

**Public Comments:**

**Paul Elerick** asked about the comparison to the State Park polling numbers, Mr. Godbe responded that the State Park numbers were low because it polled the entire state, whereas support from those polled in Santa Cruz were among the highest in the state.

**Peter Scott** asked if the public could get a copy of the survey questions and responses.

**Eric Hammer**, 5<sup>th</sup> district candidate, said that in talking to voters in the 5<sup>th</sup> district, the majority of the voters are confused about where the money for transportation is coming from, so education is essential. He said that priorities for voters seem to be: fixing pot holes, road safety and maintenance.

Commissioner Leopold moved and Commissioner Pirie seconded staff recommendation to take initial steps towards placing a ballot measure on the November 2012 ballot, with a final RTC decision as to whether to move forward dependent on commitment for a private campaign to promote the measure. The motion passed unanimously.

4. Regional Transportation Plan (RTP) draft goals, targets and policies

Transportation Planner Grace Blakeslee distributed a handout of the PowerPoint presentation that will be presented at the RTP public workshop tonight.

Ms. Blakeslee briefly reviewed the proposed goals and policies. She noted that Transportation needs are very dynamic and that is why the RTP is updated at least every 5 years. She said that the policies and goals will serve as a tool to guide what course of action will achieve the transportation plan goals.

Peter Hurley, North American Sustainable Transportation Council, discussed targets and how they fit into the overall target element. He challenged the Commission and community to think about reducing greenhouse gases as a strategy. He said that 75% of every dollar spent on fuel leaves the community. If, instead, the same dollar is spent on something other than fuel, then ¾ of that dollar stays within the community.

Commissioner Leopold thanked staff and said that he was happy to see that the comments from the November workshop have been incorporated as appropriate and that he will be attending the public workshop. He noted that he is impressed to see that storm water damage concerns will also be part of the plan.

Commissioners discussed concerns with aggressive targets, funding concerns, how projects will be measured, and future rail projects.

Jack Nelson expressed appreciation for including sustainability in this process, and how projects will be accomplished. He noted that this represents a shift from 15 years ago. He noted that the 2001 EIR prepared for the RTP said it was impossible to address greenhouse gases within the context of the plan. He also recognizes that the transportation systems are part of a larger system and that the RTP is also one piece of the puzzle in confronting climate change.

Ms. Blakeslee said the next steps include: incorporating the input from Commissioners, the workshop and the survey. She noted that staff is preparing the project application and soliciting projects from project sponsors and the community in coordination with the Association of Monterey Bay Area Governments (AMBAG).

## 5. Caltrans Report

Aileen Loe reported that Caltrans attended the April Bike Committee meeting and received good feedback. She said that the Caltrans traffic safety engineer discussed the reasons for considering rumble strips and that Caltrans will hold more public meetings to keep community members informed. Updates will be included in the monthly RTC project information sheet.

She also reported that during the course of construction for the Highway 1/17 project, Caltrans received 12 claims from the contractor totaling \$802,560, of which Caltrans paid \$102,486. Caltrans did deny one claim of \$4 million. The contractor appealed by taking his claim to binding arbitration and was awarded \$2.37 million. Caltrans has used remaining funding from the construction contract, but still needs \$673,000. Caltrans will be requesting additional funding from the California Transportation Commission (CTC) to cover the shortage which will result in a corresponding reduction of future State Transportation Improvement Program (STIP) for Santa Cruz County. She noted that the total expenditure for this project is \$54,084,000.

Commissioner Leopold noted that this is a cautionary tale for future work. Caltrans required \$5 million over what was initially budgeted for the project. This indicates we need to manage the change orders for the Highway 1 Soquel/Morrissey Auxiliary Lanes project more carefully.

Commissioner Leopold thanked RTC staff and Steve Price, Caltrans, and Captain Olson, CHP, for attending the public meeting to discuss the Laurel Road barrier concerns. Commissioner Leopold noted that Mr. Price agreed to do a feasibility study to consider safety improvements for the entire Highway 17 corridor including an overpass, as well as discussion of an underpass. He also noted the need to invest significant funding on roads leading to the

highway. Commissioner Leopold said that Mr. Price committed to looking at possible changes, such as removing barriers on dry months.

Deputy Director Luis Mendez added that Steve Price, Caltrans, communicated that over \$26 million dollars has already been invested on Highway 17 improvements since 1998. He noted that Captain Matt Olson, CHP, reported that they have provided more enforcement in part from the funding provided by the RTC.

Aileen Loe said it is time to face this more complex and expensive situation on Highway 17, and that the "back roads" must be a cooperative effort. Caltrans will be looking for grants to fund a corridor study.

6. Next meetings

The next SCCRTC meeting is scheduled for Thursday, May 3, 2012 at 9:00 a.m. at the Capitola City Council, 420 Capitola Ave, Capitola, CA.

The next Transportation Policy Workshop is scheduled for Thursday, May 17, 2012 at 9:00 am at the SCCRTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Yesenia Parra, Staff

**ATTENDEES**

Jack Nelson  
Paul Elerick  
Patrick Mueharn  
Peter Scott  
Arais Schenk  
Eric Hammer

Resident  
Campaign for Sensible Transportation  
Assembly Member Bill Monning's Office  
Campaign for Sensible Transportation  
AMBAG  
5<sup>th</sup> district candidate



# Santa Cruz County Regional Transportation Commission's BICYCLE COMMITTEE

## Minutes - Draft

Monday, April 9, 2012  
6:30 p.m.

Museum of Art and History - Auditorium  
705 Front Street, Santa Cruz, CA 95060

1. Call to Order at 6:35 pm
2. Introductions

### Members Present:

Kem Akol, District 1  
David Casterson, District 2, Chair  
Bill Fieberling, City of Santa Cruz  
Rick Hyman, District 5  
Leo Jed, CTSC (Alt.)  
Will Menchine, District 3 (Alt.)  
Lex Rau, Scotts Valley  
Peter Scott, District 3  
Holly Tyler, District 1 (Alt.)  
Andy Ward, City of Capitola  
Nick Mucha, Ecology Action/Bike-to-Work  
Gary Milburn, City of Scotts Valley (Alt.)  
Eric Horton, District 2 (Alt.)  
Jim Langley, CTSC  
Daniel Kostelec, City of Capitola (Alt.)

### Staff:

Cory Caletti, Senior Transportation Planner  
Luis Mendez, Deputy Director  
Grace Blakeslee, Transportation Planner

### Unexcused Absences:

None

### Excused Absences:

Carlos Garza, City of Santa Cruz (Alt.)

### Vacancies:

District 4 – Voting and Alternate  
District 5 – Alternate  
City of Watsonville – Voting and Alternate

### Guests:

72 members of the public  
Aileen Loe, Caltrans Deputy Director  
Steve Price, Caltrans Deputy Director  
Dario Senior, Senior Principal Engineer  
Adam Fukushima, Transportation Planner  
Doug Hessing, Caltrans Project Manager

3. Announcements – Cory Caletti announced that District 4 representative Shahe Moutafian resigned. She indicated that the RTC approved appointments of the following members for 3 year terms: Andy Ward and Daniel Kostelec as City of Capitola voting and alternate members, respectively; David Casterson and Eric Horton as the District 2 voting and alternate members, respectively; Bill Fieberling and John Carlos Garza as the City of Santa Cruz voting and alternate members, respectively; and Leo Jed and Jim Langley as the Community Traffic Safety Coalition voting and alternate members, respectively. She also announced that the



Bikes Secure parking subsidy program been granted an extension from the Monterey Bay Air Pollution Control District and that about 70 racks remain to be distributed. Finally, Ms. Caletti indicating a May meeting will be needed to attend to business the Committee will not have time to conduct today.

4. Oral Communications – Steve All, a member of the public, asked Committee members if any knew of the CycleNet bicycle route numbering system. Three members raised their hands. Piet Canin of Ecology Action thanked the Museum of Modern Art for a bike exhibit being hosted on Friday, May 4<sup>th</sup> in celebration of the 25<sup>th</sup> anniversary of Bike Week. Micah Posner of People Power announced an upcoming community meeting to be held at the Aptos Grange to discuss the proposed Mar Vista bike/pedestrian bridge.
5. Additions or deletions to consent and regular agenda – A replacement page for the draft minutes of the February 13, 2012 Bicycle Committee meeting was distributed.

### **CONSENT AGENDA**

A motion (Fieberling/Scott) to approve the consent agenda as amended passed unanimously.

6. Approved draft minutes of the February 13, 2012 Bicycle Committee meeting
7. Accepted summary of Bicycle Hazard reports
8. Accepted Bicycle Committee roster
9. Accepted letter from the Bicycle Committee regarding adding bicycle lanes on Rooney Street
10. Accepted from the Bicycle Committee in support of the County Health Services Agency's Office of Traffic Safety grant application
11. Accepted letter from Caltrans regarding the Bicycle Transportation Account call for projects
12. Approve Bikes Secure applications from Gateway School and El Rancho Shopping Center

### **REGULAR AGENDA**

13. Officer Elections – Cory Caletti thanked the current Chair and Vice-Chair for their service and summarized the requirements for those interested in serving in those roles. A motion (Akol/Langley) to re-elect David Casterson as Chair passed unanimously. A second motion (Langley/Jed) to appoint Andy Ward as the Vice Chair passed unanimously.
14. Rumble Strips – Cory Caletti summarized the staff report indicating that Caltrans is analyzing installation of shoulder and centerline rumble strips on Highway 1 between Shaffer Road in Santa Cruz and Swanton Road, north of Davenport, in response to high run off the road injury collisions. Over 90 comments from the public were received by the RTC expressing opposition to the project due to potentially detrimental impacts to bicyclists on a roadway with high bicycle ridership. An equally high number of comments were received by Caltrans and some were sent to Governor Brown.

Dario Senior, Caltrans Senior Principal Engineer, introduced the Caltrans project team in attendance including the Deputy Director of Planning and Maintenance

Operations, the local planning liaison, the Highway 1 rumble strip project manager. He went on to present a PowerPoint presentation (available online at: <http://www.dot.ca.gov/dist05/traffic/>) summarizing the collision data analyzed, the timeframe for project implementation, the steps leading to project delivery, and ways to mitigate impacts to cyclists. After Mr. Senor responded to questions from the Bicycle Committee regarding project details, Chair Casterson opened the floor for the Committee to receive comments from the public.

Greg McPheeters, representing the California Bicycle Coalition, spoke expressing concern about the treatment's impact to the safety of the high number of bicyclists traveling on the nationally designated Pacific Coast Bicycle Route and on the bicyclist eco-tourism the scenic roadway attracts. Micah Posner from People Power addressed the need to focus on problem of distracted driving and asked that rumble strips not be select as a solution since it poses a hazard to the non-motoring public. He noted that this treatment is not appropriate in the context of a nationally revered cycling route. In addition, 13 members of the public spoke with the large majority expressing opposition to the project as presented. Some asked that Caltrans consider treatments that are less impactful to cyclists, such as centerline rumble strips only and the possibility of having the rumble strip place predominantly over the white edge line. Those speaking in favor noted the safety benefits to all road users that the project would provide. After some discussion among Bicycle Committee members and additional information from Caltrans, a motion was made (Akol/Scott) to write a letter to Caltrans expressing concerns with the application of centerline and shoulder rumble strips on Highway 1 between Shaffer and Swanton roads. The motion passed with one abstention.

15. Regional Transportation Plan (RTP) Draft Goals and Policies – Grace Blakeslee, RTC Senior Transportation Planner, summarized the staff report regarding development of goals, targets and policies for the Draft Regional Transportation Plan. She outlined a sustainability framework that supports a “Triple Bottom Line” which identifies a sustainable transportation system that balances the needs of people, the planet, and prosperity. She indicated that staff is seeking input from the Bicycle Committee on the draft transportation plan goals, targets, and policies and also invited members to participate in a public workshop to be held on April 19<sup>th</sup>. The Bicycle Committee discussed the proposal, asked if more aggressive goals and targets could be established, and indicated interest in attending the public workshop.
16. Project Tracking/Subcommittee Tasks: No reports were provided.
17. Meeting adjourned at 9:10pm.

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, May 14, 2012 at the **special meeting time** of 6:30 p.m. at the RTC office, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
THIRD QUARTER FY 11-12 WORK PROGRAM PROGRESS REPORT  
January through March 2012**

<b>WE 101 Work Program and Budget</b>	
1	Worked extensively with AMBAG and Caltrans to prepare draft work program elements for the FY 2012-13 that incorporate findings of audits of AMBAG and requirements of FHWA, FTA and Caltrans.
2	Presented the FY 2011-12 March budget and work program amendment to the Budget and Administration Personnel Committee for recommendation to the Regional Transportation Commission.
3	Presented the draft FY2012-13 original budget for approval to the Regional Transportation Commission.
4	Prepared and submitted various quarterly grant invoices and responded to questions from AMBAG and Caltrans regarding the costs documentations and quarterly narrative report formats.
5	Responded to FY 2010-11 audit report questions from the State Controller and completed the Single Audit electronic filing with the Federal Audit Clearinghouse.
6	Approved the FY 2011-12 budget and work program amendment after presentation to the Regional Transportation Commission
7	Worked on FY2011-12 semi-annual financial statement to be presented to the Regional Transportation Commission at the April meeting.

<b>WE 102 TDA Administration</b>	
1	Prepared County of Santa Cruz TDA allocation claim for Bicycle Committee and Elderly and Disabled Transportation Advisory Committee February meetings review
2	Prepared County of Santa Cruz TDA allocation claim for Calabasas Road Bicycle and Pedestrian Safety Improvement Project for recommendations by advisory committees prior to RTC approval
3	Reviewed and approved invoices for Bike to Work, Community Traffic Safety Coalition and the Ride 'n Stride programs. Attended meetings and monitored implementation of approved work programs. Coordinated with implementing agencies regarding next fiscal year funding requests and claim processing
4	Made the quarterly TDA and STA payment to the Transit District; assisted TDA claimants reconcile their accounts; and responded to TDA Claimants' questions.
5	Worked with TDA recipients -- the Santa Cruz Metropolitan Transit District, Community Bridges and the Volunteer Center -- on their draft FY 2012-13 claims to present them to the Elderly & Disabled Transportation Advisory Committee for review prior to approval by the Regional Transportation Commission.

<b>WE 112 Plan Coordination</b>	
1	Monitored activities at state, regional and local level to reduce greenhouse gas emissions to ensure a coordinated and comprehensive effort at meeting

	regional goals.
2	Exchanged information with local agencies providing services to seniors and individuals with disabilities to support development of the long range transportation plan.
3	Collected, processed and transmitted information on plans and related activities to facilitate interagency coordination.
4	Attended meetings of the Regional Transportation Planning Agencies group, the California Association of Councils of Government(CalCOG), and the California Transportation Commission
5	Exchanged information concerning transportation planning, projects and funding with local jurisdictions, Caltrans, AMBAG, Santa Cruz Metro, the Air District, UCSC, and other federal, state and local agencies
6	Prepared packets for and conducted meetings of the Interagency Technical Advisory Committee
7	Monitored legislative efforts affecting transportation planning and funding and communicated with legislative staff as requested and required to communicate regional impacts of those legislative efforts.

#### **WE 113 Public Information**

1	Mailed, emailed and posted on website and Facebook the staff report and materials to the, Bicycle Committee the Elderly and Disabled Transportation Advisory Committee and the Regional Transportation Commission on the preliminary goals, targets and policies for the Santa Cruz County portion of the 2014 Metropolitan Transportation Plan (MTP).
2	Responded to inquiries from Committee members, Commissioners, the media and members of the public regarding the preliminary goals, targets and policies for the Santa Cruz County portion of the 2014 MTP.
3	Prepared and distributed media release via email, website posting and Facebook regarding California Transportation Commission decisions for project programming under the transportation improvement program.

#### **WE 175 Monterey Bay Area 511 Traveler Information System**

1	Presented findings to the RTC and TAMC Boards from Part 1 of the project, a Feasibility Study for a 511 Traveler Information System for the Monterey Bay Area (in conjunction with TAMC and consultant ICx Transportation Group.)
2	Developed a revised scope of work and schedule for Part 2 of the 511 project, an Implementation Plan, based on the Feasibility Study findings and feedback from both agency boards.
3	Administered ICx Transportation Group consulting contract.

#### **WE 177 Freeway Service Patrol**

1	Administered the FSP contracts for Highways 1 and 17
2	Coordinated refresher training classes for FSP drivers in both Monterey and Santa Cruz counties.
3	Provided review of FSP assist benefit-cost analysis performed by Caltrans.
4	Received and reviewed FSP assist information to monitor program effectiveness.

<b>WE 178 Service Authority for Freeway Emergencies (SAFE)</b>	
1	Administered contract with CDSNet, the call answering center for call box service.
2	Administered contract with CASE Systems for call box maintenance.
3	Administered contract with AT&T for cellular and landline service to call boxes.
4	Reviewed invoices and reports to ensure accuracy.
5	Released a request for proposals for call box maintenance and improvements.
6	Administered the SAFE on 17 program.
7	Organized the March meeting of the Safe on 17 task force where members meet to discuss extra enforcement, safety improvements, and educational efforts for improving safety on Hwy 17.
8	Coordinated with MTC and CHP to extend the agreements to continue the CHP extra enforcement on Hwy 17.
9	Coordinated with CHP to extend the agreement to provide call box communications center support by CHP.

<b>WE 179 Transportation Demand Management (TDM) – Commuter Services</b>	
1	Produced carpool match-lists, provided personalized trip planning services and referrals, and served as an information clearinghouse on transportation demand management strategies.
2	Delivered web-based carpool/vanpool and bike-buddy matching services to Santa Cruz County residents and commuters via 511.org. Maintained a customized home page and portal into the 511.org system to promote incentives available to Santa Cruz County travelers.
3	Developed and published TDM-related content on the RTC and Commute Solutions websites and social media venues.
4	Assisted employers with workplace commute programs through support, site assessments, employee commute surveys and residential density maps.
5	Worked on a needs assessment of local park and ride lots and oversight of these facilities.
6	Implemented and marketed the countywide carpool incentive program "Cash for Carpools".
7	Conducted planning for Ridesurance, a countywide guaranteed ride home program.
8	Provided administrative support for project to install a Level 3 EV Charging Station in Santa Cruz County.
9	Distributed the RTC's Santa Cruz County Bikeways maps to area employers, bicycle shops, community agencies and transportation partners.
10	Fostered partnerships with employers, non-profits, TDM vendors and providers and local, regional, state and federal agencies.

<b>WE 231 Transportation Monitoring and Evaluation</b>	
1	Coordinated with Community Traffic Safety Coalition and a UCSC student to revise the bike count methodology to use the National Bicycle and Pedestrian Methodology and to add pedestrian and motor vehicle counts at 10 locations

	in Santa Cruz County. This count data will be used by the AMBAG bicycle travel demand model for assessing benefits of bicycle and pedestrian facilities.
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<b>WE 411 Land Use and Transportation Coordination</b>	
1	Exchange information concerning transportation planning with the County of Santa Cruz and City of Santa Cruz regarding the long term transportation planning activities, corridor planning activities, general plan updates and development of climate action plans to improve sustainability and transportation and land use coordination.
2	Developed partnership with County of Santa Cruz to better understand the land use and transportation interactions on Soquel Avenue and Soquel Drive, based on current planning efforts and assumptions.

<b>WE 614 Bicycle and Pedestrian Planning</b>	
1	Assisted the City of Scotts Valley in developing the 2012 Bicycle Transportation Plan and in conjunction with the Bicycle Committee, reviewed the plan for state street and highways code compliance
2	Held 1 meeting of the Bicycle Committee, prepared staff reports and presented oral reports on the Regional Transportation Plan development and bicycle traffic counts
3	Solicited nominations for Bicycle Committee seat re-appointments and received approval from the RTC
4	Oversaw work plan implementation of the RTC funded South County Bicycle and Pedestrian Work Group and began planning for the program's closure

<b>WE 615 Bicycle and Pedestrina Projects and Programs</b>	
1	Taped a Community TV short segment promoting the Bike Secure program
2	Distributed RTC's Bikeway Maps to employers, bike shops, visitors, interested parties and local organizations
3	Operated the online Bicycle and Pedestrian Hazard Reporting program
4	Continued development of the Monterey Bay Sanctuary Scenic Trail Network and management of project consultant team, RRM Design Group <ul style="list-style-type: none"> <li>• Consultant team refined Opportunities and Constraints maps produced for December public workshops and staff made them available for public perusal; noticed their availability through an E-Newsletter</li> <li>• Coordinated with the City of Watsonville regarding their development of a Trails Master Plan and areas where the two systems will overlap or join</li> <li>• Continued plan development coordination with the California Coastal Conservancy which is providing partial funding for the Master Plan work</li> <li>• Presented the project on KSBW, the local ABC affiliate, on the project scope and planning effort</li> <li>• Updated Fact Sheet</li> <li>• Tracked, reviewed and approved invoice payment</li> </ul>
5	Submitted a successful extension request for the "Bikes Secure – Bike Parking Subsidy Program" to the Monterey Bay Unified Air Pollution Control District.

	Worked with Air District staff to prepare supporting materials for the extension request. Continued implementation of the program including rack distribution and new rack procurement
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### **621 Specialized Transportation**

1	RTC staff worked with the Elderly & Disabled Transportation Advisory Committee on the development of the Complete Streets Guideline and Sustainability Framework to be considered in long range planning efforts.
2	RTC staff and the Elderly and Disabled Transportation Advisory Committee worked to develop priorities for elderly and disabled transportation to be incorporated into the regional planning documents.
3	RTC staff and the Elderly and Disabled Transportation Advisory Committee provided input on priority bus stops to Santa Cruz Metro to maximize elderly and disabled use of fixed route transit and reserve paratransit for individuals unable to use fixed route transit.

### **621 Safe Paths of Travel Plan**

1	RTC staff and the Pedestrian Safety Work Group finalized the list of priority origins and destinations for seniors and people with disabilities, assessed nearby pedestrian conditions and prime corridors, accessed barriers to transit, researched best pedestrian practices, developed funding strategies, and conducted outreach activities.
2	RTC staff worked with the Pedestrian Safety Work Group -- as well as stakeholder groups, the Elderly & Disabled Transportation Advisory Committee and the Technical Advisory Committee – on the final report for the Caltrans Environmental Justice Safe Paths of Travel grant.

### **WE 622 Regional Transportation Plan**

1	Met with AMBAG, TAMC, and San Benito COG to discuss the development of the components of the Metropolitan Transportation Plan (MTP).
2	Solicited public input on incorporating sustainable principles into long range transportation planning efforts that achieve regional vehicle miles traveled and greenhouse gas emissions per capita targets to support development of the Santa Cruz County portions of the 2014 MTP and the 2014 MTP as a whole.
3	Recorded Transportation Café show and developed outreach materials to inform the public about long range transportation efforts in the Monterey Bay Region, how sustainable principles are being incorporated into the long range transportation plans to address current trends, and federal and state requirements.
4	Prepared and presented written and oral reports and materials to the Regional Transportation Commission on coordination of the production of the Metropolitan Transportation Plan and regional efforts to reduce vehicle miles traveled and greenhouse gas emissions per capita.
5	Worked with AMBAG and other regional partners on ways to incorporate sustainability analysis into the production of the Santa Cruz County portions of the 2014 MTP and the 2014 MTP as a whole including development of draft

	transportation goals and policies.
6	Continued worked with the North American Sustainable Transportation Council on the development of the plan and strategies to incorporate sustainability analysis into the production of the Santa Cruz County components of the 2014 MTP.
7	Preliminary ideas about incorporating sustainability in to the long range transportation plan, as well as the framework for the delopment of the goals and policies were presented to the RTC's bicycle and elderly/disabled advisory committees for their input and feedback.

#### **WE 641 Transportation Improvement Program**

1	Worked with California Transportation Commission (CTC) staff to ensure that full and proper information was submitted to the State regarding the transportation improvement program
2	Worked with CTC staff and project sponsors to clarify and augment information for submitted projects as needed
3	Explained and clarified to CTC staff and Commissioners RTC's approach to its programming decisions for a balanced transportation improvement program that includes not only highway projects but also other regionally significant projects
4	Responded to CTC staff questions and requests for information in coordination with project sponsors as CTC staff recommendations for the transportation improvement program were developed and released

#### **673 Transit Planning Intern**

1	Recruited, interviewed and hired a student from San Jose State for intern position.
2	Provided orientation to RTC projects and introduced intern to work tasks.
3	Intern began assisting with transit information for the transportation plan update

#### **674 On-Board Transit Ridership Study**

1	Coordinated meeting with partner agencies to review proposed transit ridership data collection plans to support the Regional Travel Demand Model.
2	Procured services from a consultant to obtain transit ridership data to support the Regional Travel Demand Model through a competitive bid process, including developing and distributing a request for proposals, soliciting proposals, holding a proposers conferences, evaluating proposals, and awarding contract.
3	Planned for collecting transit ridership data to support the Regional Travel Demand Model including preparation of data collection plan.

#### **WE 682 Rail/Trail Authority**

1	Worked with Union Pacific to develop plan for securing a new operator for the Santa Cruz Branch Rail Line
2	Developed and released a request for proposals (RFP) to solicit freight and recreational rail service operators for the Santa Cruz Branch Rail Line



3	Advertised the RFP through the website, Facebook, email and rail operator newsletters
4	Held a pre-proposal conference and responded to questions from prospective operators, members of the public and the media
5	Arranged hirail inspections of the rail line with Union Pacific and prospective operators

#### **WE 683 Highway and Roadway Planning**

1	Began communications with Caltrans, the CHP and Santa Cruz County Public Works regarding a corridor study and plan to address overall safety and circulation for Highway 17 and connecting regional roads.
2	Attended meetings regarding and provided feedback on Caltrans' Project Initiation Document guidelines and implementation plans
3	Worked with Caltrans and members of the Bicycle Committee on implementing a public outreach effort to address safety improvement plans on Highway 1 north of the City of Santa Cruz
4	Received, responded to and forwarded to Caltrans over 80 comments inquiries from the public on safety improvement plans for Highway 1 north of the City of Santa Cruz
5	Held quarterly planning and coordination meeting with Caltrans
6	Monitored SHOPP and other state highway projects being studied and/or planned by other entities.
7	Participated in consultant selection for the AMBAG Origin & Destination Study
8	Participated in the technical advisory committee for the Regional Travel Demand Model Improvement Program

#### **WE 684 Highway 1 Soquel to Morrissey Auxiliary Lanes Project**

1	The RTC awarded a contract to the lowest responsible bidder, RGW Construction, in the amount of \$9.9 million for construction of the subject project, including a one year plant establishment period.
2	The RTC also awarded a contract with the California Highway Patrol for Construction Zone Enhanced Enforcement Program, and a law firm for legal services through the duration of the construction project.
3	On January 19 <sup>th</sup> , the RTC hosted a public meeting at DeLaveaga Elementary School attended by more than 70 people to provide information and respond to questions regarding the upcoming construction work.
4	Upon receipt of insurance certificates and bonds, the RTC issued a Limited Notice To Proceed to the contractor for the cutting of trees to disuade migratory birds from nesting in the construction area.
5	With input from the RTC's Bicycle Committee, traffic management actions were identified in coordination with the City of Santa Cruz to provide safe and effective detour routes for non-motorized travelers during the period the La Fonda Avenue Overcrossing is out of service, anticipated to last 6-8 months.

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

<b>MONTH</b>	<b>FY10-11 ACTUAL REVENUE</b>	<b>FY11-12 ESTIMATE REVENUE</b>	<b>FY11-12 ACTUAL REVENUE</b>	<b>DIFFERENCE DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
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	648,500	37,500	6.14%	102.20%
DECEMBER	776,432	736,433	804,308	67,875	9.22%	103.61%
JANUARY	502,700	479,259	510,100	30,841	6.44%	103.93%
FEBRUARY	670,300	639,012	680,100	41,088	6.43%	104.27%
MARCH	510,760	625,623	625,667	44	0.01%	103.78%
APRIL	412,600	396,653	441,300	44,647	11.26%	104.29%
MAY	605,300	579,581				
JUNE	631,612	624,034				
<b>TOTAL</b>	<b>6,956,759</b>	<b>7,016,950</b>	<b>6,062,470</b>	<b>249,135</b>	<b>3.55%</b>	<b>86%</b>

**Note:**

I:\FISCAL\TDA\MonthlyReceipts\[FY11-12.xlsx]FY2012

**AGENDA:** May 3, 2012

**TO:** Regional Transportation Commission

**FROM:** Yesenia Parra, Administrative Services Officer

**RE:** Watsonville Satellite Office

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission approve a resolution (Attachment 1) authorizing the Executive Director to extend the lease agreement for the Watsonville satellite office.

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## **BACKGROUND**

At its March 3, 2011 RTC meeting, the Commission authorized the Executive Director to enter into a lease agreement with the Monterey Bay Unified Air Pollution Control District (Air District) to establish an RTC satellite office in Watsonville. The Watsonville satellite office is located at 475 Main St., suite 450.

## **DISCUSSION**

Four RTC employees currently rotate to staff the Watsonville office which is open on Tuesdays, Wednesdays and Thursdays. Watsonville office hours are Tuesdays and Wednesdays from 9:00-5:00 pm and Thursdays from 8:00-2:00 pm. Working from the Watsonville satellite office has provided staff opportunities to participate in South County community meetings and events. In addition to serving as a convenient space for staff to meet with partner agencies in a location more centralized within the Monterey Bay region. It has also proven to be an excellent location from which to conduct trainings and workshops.

Staff has regularly attended Freedom Rotary meetings where they have distributed information, discussed RTC projects and received feedback. Staff has attended South County Bike and Pedestrian Work group meetings and Pajaro Valley Chamber events. RTC staff, Association of Monterey Bay Area governments (AMBAG) and San Benito council of Governments (COG) have met on several occasions to plan and coordinate joint regional marketing campaigns for rideshare programs and projects.

Now that the office is established and staff has had the opportunity to get to know the community better, several outreach projects are planned for South County. Projects include: meeting face-to-face with business owners in Watsonville to encourage and help them apply for the Bike Secure bike parking subsidy program,

making workplace presentations and inviting the community to workshops about using alternative transportation modes, and meeting with various property owners and business representatives about potential sites for new park and ride facilities.

During the year that the RTC has had a Watsonville office, staff has learned that Watsonville residents and businesses need and want a more direct connection to the RTC in order to provide feedback on RTC projects and to apply for and participate in the wide range of Commute Solutions services that the RTC has to offer for individuals and employers. **Staff recommends that the RTC authorize the Executive Director to extend the lease agreement for the Watsonville satellite office.**

The lease cost for the Watsonville office will continue to be \$400 per month. The approved fiscal year 12-13 RTC budget includes sufficient funds for this cost.

## **SUMMARY**

In March 2011, the RTC entered into a one year office lease with the Air District for office space in their Watsonville office location. Staff has been working in the RTC Watsonville satellite office days times per week. Having staff working in the Watsonville satellite office has opened up opportunities to work more closely with South County organizations and for RTC staff to participate in activities and community meetings. It has also provided a more centralized place to meet with partner agencies from throughout the Monterey Bay region and to conduct trainings. **Staff recommends that the RTC authorize the Executive Director to extend the Watsonville satellite office lease.**

## **Attachment**

1. Resolution authorizing the Executive Director to renew the Watsonville satellite office lease

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 3, 2012  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE  
CONTRACT WITH THE MONTEREY BAY UNIFIED AIR POLLUTION CONTROL  
DISTRICT (AIR DISTRICT) TO EXTEND THE SUB-LEASE CONTRACT FOR OFFICE  
SPACE IN WATSOVILLE TO JUNE 30, 2013.

WHEREAS the Santa Cruz County Regional Transportation Commission (SCCRTC)  
entered into a contract on JUNE 1, 2011 with the Air District for a sub-lease of  
office space in Watsonville; and

WHEREAS the current contract expires on June 30, 2012;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION  
COMMISSION:

1. The Executive Director is authorized to extend the current contract for an  
additional one-year to end on June 30, 2013; and
2. The Executive Director is authorized to extend the term of the contract,  
negotiate, and execute amendments to the agreement provided that the  
amendments are within the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Kirby Nicol, Chair

ATTEST:

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George Dondero, Secretary

Distribution:        RTC Fiscal  
                         Administrative Services Officer  
                         Air District

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**Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE**

**MAY 2012  
Through  
JULY 2012**

All meetings are subject to cancellation when there are no action items to be considered by  
the board or committee

Please visit our website for meeting agendas and locations

[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)

<b>Meeting Date</b>	<b>Meeting Day</b>	<b>Meeting Type</b>	<b>Meeting Time</b>	<b>Meeting Place</b>
05/03/12	Thursday	Regional Transportation Commission	9:00 am	Capitola City Council Chambers
05/14/12	Monday	Bicycle Committee	6:30 pm	Commission Offices
05/17/12	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
05/17/12	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
06/07/12	Thursday	Regional Transportation Commission	9:00 am	Watsonville City Council Chambers
06/11/12	Monday	Bicycle Committee	6:30 pm	Commission Offices
06/12/12	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
06/14/12	Thursday	Budget and Administration / Personnel Committee	3:30 pm	Commission Offices
06/21/12	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
06/21/12	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
* *				
<b>July 12 or July 19 – possible Special Meeting of the Regional Transportation Commission, if a ballot measure for a Vehicle Registration Fee is pursued</b>				
* Note Change in time or location				
Commission Offices -1523 Pacific Ave- Santa Cruz, CA				
Board of Supervisors Chambers/CAO/RDA Conference room-701 Ocean St-5 <sup>th</sup> floor-Santa Cruz, CA				
City of Capitola-Council Chambers-420 Capitola Ave-Capitola, CA				
City of Santa Cruz-Council Chambers-809 Center St-Santa Cruz, CA				
City of Scotts Valley-Council Chamber-1 Civic Center Dr-Scotts Valley, CA				
City of Watsonville-Council Chambers-275 Main St Ste 400-Watsonville, CA				

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**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/15/12	Letter	I		George	Dondero	SCCRTC	Richard	Krumholz	Caltrans, District 5	Rumble Strips
03/21/12	Letter	I		Kirby	Nicol	SCCRTC	Anna G	Eshoo	U.S. House of Representatives	TIGER FY 2012 Funds for Branch Rail Line Revitalization Project
03/22/12	Letter	I		George	Dondero	SCCRTC	Richard	Krumholz	Caltrans, District 5	March 1, 2012 SCCRTC Board Meeting - Response(s) to Inquires
03/23/12	Email	I	KP 03/23/12			SCCRTC	Geri	Lieby		Sidewalk Grant
03/26/12	Letter	O		Bobby	Contreras	CHP	Ginger	Dykaar	SCCRTC	Amendment to Contract Between CHP and Santa Cruz County SAFE for CHP SAFE Corridor
03/26/12	Letter	O		Donn	Miyahara	Caltrans, District 5	Luis	Mendez	SCCRTC	Billing Invoice #1 for the Monterey Bay Sanctuary Scenic Trail Project
03/28/12	Letter	O		Jack	Ladd	Ladd Autobody Towing	Ginger	Dykaar	SCCRTC	Freeway Service Patrol Contract for Highway 1



**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/29/12	Letter	I		George	Dondero	SCCRTC	Aileen K	Loe	Department of Transportation	FY2012/2013 Workplan and 3 Yr Strategic Plan Efforts
04/03/12	Letter	O		Rachel	Falsetti	Caltrans, District 5	George	Dondero	SCCRTC	Request for Approval of 10% Contingency State Route 1 Soquel/Morrissey Auxiliary Lanes Project EA 05-0F6504
04/03/12	Letter	O		Araceli	Rosas	Department of Transportation	Luis	Mendez	SCCRTC	Freeway Service Patrol (FSP) Program Funds
04/03/12	Email	I	CJ 04/03/12			SCCRTC	Monica	Pielage		Rumble Strips
04/04/12	Email	I	EL 04/04/12			SCCRTC	Marty	Demare		Rumble Strips
04/05/12	Email	I	CJ 04/05/12			SCCRTC	James	Denton		Rumble Strips
04/06/12	Letter	O		Melissa A	Farinha	Department of Fish and Game	Kim	Shultz	SCCRTC	Permit Fee for 05-/1602 SAA Amendment State Route 1 Soquel/Morrissey Auxiliary Lanes Project EA 05-0F6503

**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/07/12	Email	I	EL 04/07/12			SCCRTC	Elizabeth	Alsberg		Rumble Strips
04/08/12	Email	I	EL 04/08/12			SCCRTC	Anthony	Alsberg		Rumble Strips
04/08/12	Email	i	EL 04/08/12			SCCRTC	Gina	Bliss		Rumble Strips
04/09/12	Email	I	CJ 04/09/12			SCCRTC	Karla	Stevens		Rumble Strips
04/09/12	Email	I	CJ 04/09/12			SCCRTC	Janet	Fogel		Rumble Strips
04/10/12	Letter	O		Diane	Eidam	AMBAG	Luis	Mendez	SCCRTC	FY2011-2012 Second Quarter CMAQ Invoice
04/10/12	Email	I	CJ 04/10/12			SCCRTC	Robert	Morse		Rumble Strips

**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/10/12	Email	I	CJ 4/10/12			SCCRTC	Don	Burklo		Rumble Strips
04/10/12	Email	I	CJ 04/10/12			SCCRTC	Robin	Peakebland		Rumble Strips
04/10/12	Email	I	CJ 04/10/12			SCCRTC	Yukie	Nakamura		Rumble Strips
04/11/12	Letter	O		Donn	Miyahara	Caltrans, District 5	Luis	Mendez	SCCRTC	Final Project Expenditure Report for the FSP10- 06149(065) Grand for Freeway Service Patrol
04/11/12	Email	I	CC 04/11/12			SCCRTC	Peter	Costello		Rumble Strips
04/12/12	Letter	O		James	Riffin	Energy Cost Reduction Specialists	Luis	Mendez	SCCRTC	Re: "Motion for Protective Order"
04/17/12	Letter	O		Penny	Gray	Department of Transportation	Cory	Caletti	SCCRTC	Certification of 2012 City of Scotts Valley Bicycle Transportation Plan

**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/17/12	Letter	O		Ken	Anderson	City of Scotts Valley	Cory	Caletti	SCCRTC	Certification of 2012 City of Scotts Valley Bicycle Transportation Plan
04/17/12	Letter	O		Majid	Yamin	City of Scotts Valley	Luis	Mendez	SCCRTC	Certification of 2012 City of Scotts Valley Bicycle Transportation Plan
04/17/12	Letter	O		Ken	Anderson	City of Scotts Valley	Luis	Mendez	SCCRTC	2012 City of Scotts Valley Bicycle Transportation Plan
04/17/12	Letter	O		Penny	Gray	Energy Cost Reduction Specialists	Luis	Mendez	SCCRTC	2012 City of Scotts Valley Bicycle Transportation Plan
04/17/12	Invoice	O		Adam	Fukushima	Caltrans, District 5	Luis	Mendez	SCCRTC	Accessible Pedestrian Safe Paths of Travel
04/17/12	Letter	I		George	Dondero	SCCRTC	Aileen K	Loe	Department of Transportation	2012/2013 Draft Overall Work Program
04/17/12	Email	I	CJ 04/17/12			SCCRTC	Wandis	Wilcox		Sustainability in Planning Process

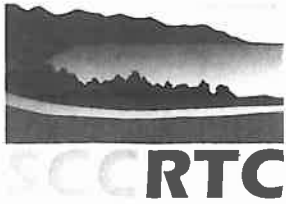
**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/18/12	Email	I	CJ 04/18/12			SCCRTC	Yasmiene	Mabrouk		Mar Vista Bike/Pedestrian Bridge
04/18/12	Email	I	CJ 04/18/12			SCCRTC				Input on RTP
04/19/12	Letter	O		Casandra	Moore-Hudnall	State Controller's Office	Daniel	Nikuna	SCCRTC	FY 2010-2011 Single Audit Report'
04/19/12	Letter	O		Donn	Miyahara	Caltrans, District 5	Luis	Mendez	SCCRTC	Final Project Expenditure Report for the FY2009-2010 STIP Planning, Programming & Monitoring (PPM) Grant
04/19/12	Letter	O		Donn	Miyahara	Caltrans, District 5	Luis	Mendez	SCCRTC	Final Project Expenditure Report for the FY2010-2011 STIP Planning, Programming & Monitoring (PPM) Grant
04/19/12	Invoice	O		Garin	Schneider	Caltrans, District 5	Luis	Mendez	SCCRTC	Project No: HPLU-6149(053)
04/19/12	Email	I	CJ 04/19/12			SCCRTC	Bruce	Sawhill		Input to Transportation Plan

**Correspondence Log**  
**May 3, 2012**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/20/12	Invoice	O		Luis	Duazo	Caltrans, District 5	Luis	Mendez	SCCRTC	Corridor Mobility Improvement (CMI) and STIP/RIP Funds

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

April 17, 2012

Ken Anderson  
City of Scotts Valley Public Works Director  
One Civic Center Dr.  
Scotts Valley, CA 95066

Subject: *2012 City of Scotts Valley Bicycle Transportation Plan*

Dear Mr. Anderson:

Regional Transportation Commission (RTC) staff is pleased to have been able to assist City of Scotts Valley staff in developing the *2012 City of Scotts Valley Bicycle Transportation Plan* and commends you on producing a document that will guide the City in providing safe and convenient bicycle facilities. Such facilities are essential to encouraging new and continued bicycle use within the City and into the county.

As the state designated Regional Transportation Planning Agency, the RTC is charged by Caltrans with reviewing the plan and ensuring compliance with the Section 891.2 of the California Streets and Highways Code as defined by the California Bicycle Transportation Act. An adopted and certified bicycle plan provides eligibility for Bicycle Transportation Act (BTA) funding for the projects identified in the plan. After extensive review, both by staff and the RTC's Bicycle Advisory Committee, the RTC found the plan to be compliant with the state code referenced above and thus, certified the 2012 City of Scotts Valley Bicycle Transportation Plan as adopted by the City of Scotts Valley Council on March 21, 2012.

Please note that any significant changes to the plan, such as the addition of a project, will require re-certification by the RTC and re-adoption by your Council. Please consult with RTC staff prior to considering such action so that we may assist you in meeting Caltrans requirements in a streamlined fashion. As currently adopted, the plan will be current for five (5) years and the City may apply for BTA funding for the projects identified therein.

We appreciate the City of Scotts Valley's ongoing efforts to improve bicycle facilities and encourage non-motorized travel. If you have any questions, please don't hesitate to contact Cory Caletti of my staff.

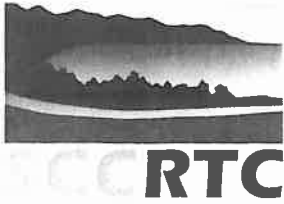
Sincerely,

  
Luis Mendez  
Deputy Director

cc: Penny Gray, Caltrans Bicycle Program Manager  
Regional Transportation Commission  
Regional Transportation Commission's Bicycle Committee

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

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

April 17, 2012

Penny Gray, Bicycle Program Manager  
California Department of Transportation  
Division of Local Assistance  
1120 N Street, MS 1  
Sacramento, CA 95814

**RE: Certification of 2012 City of Scotts Valley Bicycle Transportation Plan**

Dear Ms. Gray:

The Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee and members of the public reviewed the *2012 City of Scotts Valley Bicycle Transportation Plan* on February 13, 2012 and provided feedback. RTC staff provided extensive input and review to ensure compliance with Section 891.2 of the California Streets and Highways Code (California Bicycle Transportation Act). The RTC hereby certifies the *2012 City of Scotts Valley Bicycle Transportation Plan* as adopted by the City of Scotts Valley Council on March 21, 2012.

Additionally, the RTC appreciates the City of Scotts Valley's efforts to outline multiple strategies and projects to further make the Scotts Valley a bicycle friendly community. If you have any questions, please contact me at (831) 460-3201.

Sincerely,

Cory Calletti  
Senior Transportation Planner/Bicycle Coordinator

cc: Ken Anderson, City of Scotts Valley Public Works Director  
Majid Yamin, City of Scotts Valley Traffic Engineer  
Regional Transportation Commission  
Regional Transportation Commission' Bicycle Committee

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12b-1



**From:** Monica Pielage [<mailto:mpielage@yahoo.com>]

**Sent:** Tuesday, April 03, 2012 8:31 AM

**To:** [bds031@co.santa-cruz.ca.us](mailto:bds031@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org); [rich.Krumholz@dot.ca.gov](mailto:rich.Krumholz@dot.ca.gov); [Dario\\_Senor@dot.ca.gov](mailto:Dario_Senor@dot.ca.gov); [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com)

**Subject:** I oppose Rumble Strips on Highway One

To Whom it May Concern:

I oppose Rumble Strips on Highway One from Mission Street/Shaffer Road to Swanton Road past Davenport.

They are virtually impossible to ride a bicycle on or over, even for a short distance, because they can cause a cyclist to lose control of their bicycle and fall. They can also damage a bicycle wheel, cause a flat tire, and shake loose parts of a bicycle, and are thus widely considered a safety hazard.

Please do not create this safety hazard for bicyclists.

Thanks  
Monica Pielage  
117 Darwin St  
Santa Cruz, CA 95062

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

We are in communication with Caltrans about your concerns and it will be on the Bike Committee agenda at our next Bicycle Committee meeting on Monday, April 9 @ 6:30 p.m. at the Museum of Art and History - Auditorium 705 Front Street, Santa Cruz, CA 95060. Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.



**Cathy Judd**, Administrative Assistant

**Santa Cruz County Regional Transportation Commission**

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** James Denton [<mailto:terramoto1@sbcglobal.net>]

**Sent:** Thursday, April 05, 2012 7:13 PM

**To:** [info@scrtc.org](mailto:info@scrtc.org)

**Subject:** Hwy 1 Rumble Strips

I'm 100% opposed to these dangers to bicycle navigation. As far as I'm concerned the only reason that Caltrans wants to install these is because it's cheaper than having the CHP enforce the distracted driving laws, such as cell phone yakking, etc. I suppose they think that jolt of hitting the strips on the shoulders will bring the impaired motorists back to reality. From what I can see, driving skills are in a steep decline. I will be unable to attend the meeting. I'm a member of MBOSC and SCCCC.

Jim Denton

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.scrtc.org](http://www.scrtc.org) for information on the Commission and its activities.

Thank you again.

.....

Cathy Judd, Administrative Assistant

Santa Cruz County Regional Transportation Commission

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060

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-----Original Message-----

From: Marty Demare [mailto:marty@got.net]

Sent: Wednesday, April 04, 2012 3:06 PM

To: Cory Caletti

Subject: Oppose rumble strips

I will be away for the meeting but I live on the north coast and bike to town and back regularly. I am not in favor of the rumble strips.

The picture below depicts a section of southbound Hwy. 1 leaving Davenport which is dangerous as is and would be even more hazardous with a shoulder rumble strip. There are a few other places where bicyclists would be forced onto the rumble strips because of narrow shoulders or poor drainage or chronic debris near the City landfill or frequent rockfalls at road cuts.

Rumble strips down the center line, as on San Mateo County Hwy. 1 might be useful if it can be statistically shown that those types of accidents are unusually common.

Thank you for your attention to my mail

Marty Demare

Dear Marty,

Thank you for your comments. They will be made available to the Commission for their review.

We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at our next meeting on Monday, April 9 @ 6:30 p.m. at the Museum of Art and History - Auditorium (705 Front Street, Santa Cruz, CA 95060)

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

.....  
*Elena Loya, Administrative Assistant II*

*Santa Cruz County Regional Transportation Commission*

*1523 Pacific Avenue | Santa Cruz, CA 95060*

*Main Office 831.460.3200 | Watsonville 831.768.8012*

*Direct 831.460.3206*

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Save a tree.  
Please don't print this e-mail unless it's necessary.



From: Elizabeth Alsberg [mailto:elizabethalsberg@yahoo.com]

Sent: Saturday, April 07, 2012 3:56 PM

To: info@sccrtc.org

Subject: proposed rumble strips on Hwy 1

Dear Santa Cruz County Regional Transportation Commission,

Rumble strips are truly dangerous for cyclists. Please, let's find a better way to keep Highway 1 safe.

Best,

Elizabeth Alsberg

*Dear Elizabeth,*

*Thank you for your comments. They will be made available to the Commission for their review.*

*We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at our next meeting on Monday, April 9 @ 6:30 p.m. at the Museum of Art and History – Auditorium (705 Front Street, Santa Cruz, CA 95060)*

*Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.*

*Thank you again.*

Elena Loya, Administrative Assistant II

Santa Cruz County Regional Transportation Commission



1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville 831.768.8012



Direct 831.460.3206

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From: Anthony Alsberg [<mailto:tony@anthonyalsberg.com>]  
Sent: Sunday, April 08, 2012 10:28 AM  
To: [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com); Regional Transportation Commission;  
[Rich Krumholz@dot.ca.gov](mailto:Rich.Krumholz@dot.ca.gov); [bds031@co.santa-cruz.ca.us](mailto:bds031@co.santa-cruz.ca.us)  
Subject: rumble strips on HWY 1

To whom it may concern,

The planned installation of rumble strips along the shoulder of Highway 1 between Santa Cruz and Davenport is a horrible idea. A lot of cyclists use this road and as you probably already know, rumble strips are not recommended on roads used by bicycle riders. If you rode on Highway 1 as much as I do, you'd understand why this plan is not a good solution to drivers dangerous driving habits (speeding, cell phone use while driving, texting, drunk driving).

There are few areas along this stretch of Highway 1 that are too narrow for rumble strips (across from red mail box, the climb out of Davenport and around Bonny Doon Rd). There's also times when stuff on the shoulder of the road or cars pulled over force the bike rider out onto the highway (the cut). If the average bike rider crosses over a rumble strip there's a pretty good chance they'll crash, especially if they're on a road or touring bike with narrow tires.

I doubt Caltrans has enough money in their budget to keep the shoulders clean enough to be safe for cyclists after the rumble strips are installed. If rumble strips are installed on Highway 1, what was once a beautiful road for cyclists will be ruined forever. Cyclists have a right to use this road - what gives Caltrans the right to take this away? We all pay taxes. Isn't road construction paid for by our taxes?

There's one spot in particular that cars crash along this strip of Highway 1. It's about 7 miles up the road from Santa Cruz. This part of the road has a huge blind spot to drivers crossing the road to turn into the berry farm's parking lot. I seen several accidents in this area over the years. The rumble strips won't help here. This is a good example of where lowering the speed limit or enforcing it more diligently would make a difference.

Even installing rumble strips on just the centerline is a bad idea. Caltrans has already done this about 15 miles north of Santa Cruz on Highway 1 and it's a pain for cyclists. Drivers that were nervous about crossing the center line to give cyclists room when needed are even more unlikely to pass at a safe distance because of the installed rumble strips. At least that's been my experience lately.

Installing rumble strips on Highway 1 is a dangerous idea. Please reconsider installing rumble strips anywhere on this road and instead use the money for some other needed project. Thanks.

Anthony Alsberg

Dear Anthony,

Thank you for your comments. They will be made available to the Commission for their review.

We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at this evening's meeting on Monday, April 9 @ 6:30 p.m. at the Museum of Art and History – Auditorium (705 Front Street, Santa Cruz, CA 95060)

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

.....

*Elena Loya, Administrative Assistant II*

*Santa Cruz County Regional Transportation Commission*

**1523 Pacific Avenue | Santa Cruz, CA 95060**



**Main Office 831.460.3200 | Watsonville 831.768.8012**



**Direct 831.460.3206**

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**From:** Gina Bliss [<mailto:gbwater@cruzers.com>]

**Sent:** Sunday, April 08, 2012 10:36 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org); [Rich\\_Krumholz@dot.ca.gov](mailto:Rich_Krumholz@dot.ca.gov); [Dario\\_Senor@dot.ca.gov](mailto:Dario_Senor@dot.ca.gov); [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com)

**Subject:** rumble strips on Hwy 1

Dear Colleagues

If you do not bicycle on Hwy 1 you cannot have an informed opinion on this issue.

I do ride on Hwy 1 so I am informed.

Please heed:

1. The shoulder/bike lane is not always clear. Obstacles require the cyclist to swerve, sometimes into the traffic lane.
2. There may be great gusts of wind when a fast bus or truck passes closely, when cycling through the bottom of an arroyo, and when cresting the top of a hill. The wind causes the bike to swerve. The cyclist cannot always steer clear of the shoulder line or rumble strip.
3. The falling cyclist does not land at the site of the obstacle. The falling cyclist is thrown from the bike. Often, the cyclist falls into the traffic lane.
4. There are hundreds of cyclists on Hwy 1 on a weekend. Many of us are older folks.
5. Abrupt changes of road level can cause the front tire to suddenly catch, turn, and throw off the rider.
6. Bumps are hazardous to cyclists. Bumps throw us up off the seat. If our shoes are not clipped in to the peddles, bumps can throw our feet up off the peddles. We are not certain that when we come down, we will land squarely on the seat and the peddles. Thus, bumps are very hazardous for cyclists, even when we see them coming.  
If we do not see and prepare for bumps and jolts, our hands can lose our grip on the handlebar.
7. Some few areas of the stretch between SC and Davenport have a passing lane. This would theoretically permit a passing car to move toward the center of the highway and allow the cyclist a more generous passing space. In narrower areas where there are only 2 lanes, a center rumble strip will obligate the motorist to pass the cyclist very closely; certainly fewer than 3 feet leeway between the center line, a large vehicle, and the shoulder line.
8. I am 62. Just about every cyclist passes me. My presence requires faster cyclists to cross over the shoulder line, into the traffic lane, to pass me safely.
9. North of Davenport, closer to Pigeon Point, there are several areas of pavement that were gouged/scraped/roughened by some sort of road equipment. These are less drastic than the rumble strips and they are extremely difficult to ride over. I have to brake hard to avoid being bounced off my bike seat.

My points

1. IT IS DANGEROUS TO CYCLISTS IF MOTORISTS CANNOT SOMETIMES DRIVE ON OR OVER THE CENTER LINE. THE MOTORIST MAY NOT BE ABLE TO SAFELY PASS A CYCLIST WHO HAS, FOR ONE OF DOZENS OF REASONS, LEFT THE FAR RIGHT SHOULDER.



2. IT IS DANGEROUS TO CYCLISTS TO ENCOUNTER OBSTACLES, SUCH AS ROUGH PAVEMENT, THAT CAUSE THEM TO CRASH.

Caltrans is not in a position to accept liability for cyclists injured due to rumble strips. Please do not wreck the road for cyclists and then ignore the consequences. Road cyclists require a smooth roadway.

Thank you, friends, for considering my informed and concerned point of view.

Gina Bliss  
126 Ladera Drive  
Santa Cruz 95060

Gina,

Thank you for your comments. They will be made available to the Commission for their review.

We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at this evening's meeting on Monday, April 9 @ 6:30 p.m. at the Museum of Art and History – Auditorium (705 Front Street, Santa Cruz, CA 95060)

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.



**Elena Loya**, Administrative Assistant II  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060  
Main Office 831.460.3200 | Watsonville 831.768.8012  
Direct 831.460.3206



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**Save a tree.**  
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From: Karla Stevens [<mailto:karla@karlastevens.com>]

Sent: Monday, April 09, 2012 6:00 PM

To: [bdso31@co.santa-cruz.ca.us](mailto:bdso31@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org); [Rich\\_Krumholz@dot.ca.gov](mailto:Rich_Krumholz@dot.ca.gov); [Dario\\_Senor@dot.ca.gov](mailto:Dario_Senor@dot.ca.gov); [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com)

Subject: Rumble Strips on Hwy 1

Dear CalTrans officials and Santa Cruz Supervisors,

I'm writing because at a recent RTC Bicycle Committee meeting I learned of CalTrans' plans to install rumble strips on the centerline and shoulders of Highway 1 from Santa Cruz all the way past Davenport and to Swanton Road.

I'm greatly concerned about how this would ruin this incredible and famous Santa Cruz road for cyclists and I urge you to not do it. I understand wanting to do something to prevent car accidents, however, I can't understand why CalTrans would choose something that is so wrong for a road that has so many other users besides cars, and that is a famous tourist destination and frequented by bicyclists, surfers, hikers, horse riders and pedestrians, who all are put at risk by rumble strips. In case you're unfamiliar with them, rumble strips are deep indentations in the pavement designed to capture and shake car wheels to alert drivers they are about to drive out of their lane.

Cyclists would have to avoid hitting the rumble strips and hang on if they did, as they got bounced over the bumpy surface and could get jostled right into the traffic lane. As you know, bicycles have only two wheels, weigh very little, have to be balanced and are inherently unstable over potholes and road debris like sand. Putting deep ruts in the road creates a significant hazard that any cyclist could ride right into with a second of inattention, reaching for a water bottle or adjusting a helmet or swatting away a bug. It just doesn't make any sense to me that CalTrans would even consider doing something like this when it's been common knowledge since rumble strips were invented that they aren't for use on roads frequently by cyclists. That's why you hardly ever see them.

Another danger is that they would trap cyclists on the shoulder. Right now it's easy on Highway 1 for cyclists to look back, make sure it's clear and move into the traffic lane if there's a too-narrow shoulder because rocks slid down and litter the road, or you have to cross the fog line to ride past surfers' parked cars, for example. But, with a dangerous rumble strip all along the shoulder, that won't be easy anymore and it will make a very safe road significantly less safe.

Please keep in mind too that Highway 1 from San Francisco to Santa Cruz has long been known as one of the greatest cycling routes anywhere so cyclists travel from around the world to ride here. That's why the Tour of California, arguably one of the most important professional endurance sports events in the world has been coming here (a photo from that race even graces the CalTrans website). Summing up, I'm all for safety... but there's nothing safe about rumble strips for cyclists. The complete opposite is true. In fact, you can find language in the engineering manual that recommends rumble strips be used on cars-only roads, like closed highways and not even be considered on multi-use destination roads like our precious Highway 1. Please do not install rumble strips and put cyclists at such great risk and ruin such a wonderful and safe road.

Karla Stevens

831.424.7677

eFax 888.558.7677

<http://karlastevens.com>

DRE# 01431766

\*\*\*\*\*

Dear Karla,

Please accept our apology for the previous response to your email regarding Rumble Strips.

Below is the corrected response and again, our apologies.

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

Best regards,



**Cathy Judd**, Administrative Assistant

**Santa Cruz County Regional Transportation Commission**

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** janet Fogel [<mailto:pookfogel@gmail.com>]  
**Sent:** Monday, April 09, 2012 7:59 PM  
**To:** Karla Stevens  
**Cc:** [bds031@co.santa-cruz.ca.us](mailto:bds031@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org); [Rich\\_Krumholz@dot.ca.gov](mailto:Rich_Krumholz@dot.ca.gov); [Dario\\_Senor@dot.ca.gov](mailto:Dario_Senor@dot.ca.gov); [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com)  
**Subject:** Re: Rumble Strips on Hwy 1

Bravo Karla,  
I couldn't have said it better. Let me add my support to all that you wrote.  
Janet Fogel

831-438-0706  
[pookfogel@gmail.com](mailto:pookfogel@gmail.com)

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.



**Cathy Judd**, Administrative Assistant  
**Santa Cruz County Regional Transportation Commission**  
Santa Cruz 831.460.3200 | Watsonville 831.768.8012  
1523 Pacific Avenue | Santa Cruz, CA 95060



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On Apr 9, 2012, at 5:59 PM, Karla Stevens wrote:

Dear CalTrans officials and Santa Cruz Supervisors,  
I'm writing because at a recent RTC Bicycle Committee meeting I learned of CalTrans' plans to install rumble strips on the centerline and shoulders of Highway 1 from Santa Cruz all the way past Davenport and to Swanton Road.  
I'm greatly concerned about how this would ruin this incredible and famous Santa Cruz road for cyclists and I urge you to not do it. I understand wanting to do something to prevent car accidents, however, I can't understand why CalTrans would choose something that is so wrong for a road that has so many other users besides cars, and that is a famous tourist destination and frequented by bicyclists, surfers, hikers, horse riders and pedestrians, who all are put at risk by rumble strips. In case you're unfamiliar with them, rumble strips are deep indentations in the pavement designed to capture and shake car wheels to alert drivers they are about to drive out of their lane.  
Cyclists would have to avoid hitting the rumble strips and hang on if they did, as they got bounced over the bumpy surface and could get jostled right into the traffic lane. As you know, bicycles have only two wheels, weigh very little, have to be balanced and are inherently unstable over potholes and road debris like sand. Putting deep ruts in the road creates a significant hazard that any cyclist could ride right into with a second of inattention, reaching for a water bottle or adjusting a helmet or swatting away a bug. It just doesn't make any sense to me that CalTrans would even consider doing something like this when it's been common knowledge since rumble strips were invented that they aren't for use on roads frequently by cyclists. That's why you hardly ever see them.  
Another danger is that they would trap cyclists on the shoulder. Right now it's easy on Highway 1 for cyclists to look back, make sure it's clear and move into the traffic lane if there's a too-narrow shoulder because rocks slid down and litter the road, or you have to cross the fog line to ride past surfers' parked cars, for example. But, with a dangerous rumble strip all along the shoulder, that won't be easy anymore and it will make a very safe road significantly less safe.  
Please keep in mind too that Highway 1 from San Francisco to Santa Cruz has long been known as one of the greatest cycling routes anywhere so cyclists travel from around the world to ride here. That's why the Tour of California, arguably one of the most important professional endurance sports events in the world has been coming here (a photo from that race even graces the CalTrans website).  
Summing up, I'm all for safety... but there's nothing safe about rumble strips for cyclists. The complete opposite is true. In fact, you can find language in the engineering manual that recommends rumble strips be used on cars-only roads, like closed highways and not even be considered on multi-use destination roads like our precious Highway 1. Please do not install rumble strips and put cyclists at such great risk and ruin such a wonderful and safe road.

Karla Stevens  
831.424.7677  
eFax 888.558.7677  
<http://karlastevens.com>  
DRE# 01431766

**From:** Morse, Robert [<mailto:RBM8@pge.com>]

**Sent:** Tuesday, April 10, 2012 12:04 PM

**To:** 'bds031@co.santa-cruz.ca.us'; 'info@sccrtc.org'; 'Rich\_Krumholz@dot.ca.gov'; 'Dario\_Senor@dot.ca.gov'; 'citycouncil@cityofsantacruz.com'

**Subject:** Rumble Strips a bad idea

Dear CalTrans officials and Santa Cruz Supervisors,

The CalTrans plan to install rumble strips on the centerline and shoulders of Highway 1 from Santa Cruz all the way past Davenport and to Swanton Road is a bad idea, I urge you to not do it. These strips would pose a tremendous threat to the countless bicyclist that use this famous section of road. The potential hazard these cause for bicyclist far outweighs any benefit. The chance of it causing a cyclist to hit the strips causing a loss of control and fall into the traffic lane is significant. Given the number of cyclist using this section of road, it is just a matter of time before these cause the death of an innocent cyclist.

I urge you to prevent this travesty from happening.

Regards,

Rob Morse

Aptos, CA

\*\*\*\*\*

Dear Robert,

Please accept our apology for the previous response to your email regarding Rumble Strips.

Below is the corrected response and again, our apologies.

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

Best regards,



**Cathy Judd**, Administrative Assistant

**Santa Cruz County Regional Transportation Commission**

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** dc burklo [mailto:[dcburk2@yahoo.com](mailto:dcburk2@yahoo.com)]

**Sent:** Tuesday, April 10, 2012 2:42 PM

**To:** SCCRTC

**Subject:** Fw: rumble strips....

fyi

----- Forwarded Message -----

**From:** dc burklo <[dcburk2@yahoo.com](mailto:dcburk2@yahoo.com)>

**To:** leteds sentinel <[editorial@santacruzsentinel.com](mailto:editorial@santacruzsentinel.com)>; Ramona Turner <[streetsmarts@santacruzsentinel.com](mailto:streetsmarts@santacruzsentinel.com)>

**Sent:** Tue, April 10, 2012 2:19:44 PM

**Subject:** rumble strips....

Editor:

Rumble-strips should be used on all country roads to improve safety for everybody.... including the bikers, some of whom seem to dislike having safety measures for their own good. Here are two first-hand experiences.

An "accidental" rumble strip saved my hide in the middle of the night in the middle of nowhere between Paso Robles and Lost Hills. Having thought that falling asleep at the wheel was not something I would do, I was awakened to find my right wheels on the gravel shoulder (thank goodness for the noise), my speed had increased to 70 mph, and a concrete culvert was in the near future!! Luckily I had taught myself to "think twice" about mashing the brake pedal, so off the gas pedal and steering gently back onto the pavement, all was well for me. I have not had to repeat that experience during the 60 years that have followed.

While riding/watching behind our tour bus driver, approaching Pacifica, an oncoming car was cutting his right curve and caught the right front wheel in the rough shoulder. He over-corrected and swerved to the shoulder on our side of Highway 1. Our driver calmly slowed and steered around that wide-eyed driver who hopefully learned a lesson about steering.

Too many drivers fall asleep and way too many are steering impaired. Cutting curves is all too common, and doing so into bike lanes is all too dangerous for the bikers. Rumble-strips or Botts Dotts are needed.

Widening Highway 1 would make the local roads safer for bikes, but some of the "anti highway" folks were also "anti-rumble-strip" bike riders at last night's CalTrans meeting. This does not make sense, nor do bikers riding two or three abreast and having conversations while blocking drivers show good sense. Hmmm, maybe that is their reason for being against rumble-strips....?

don burklo  
soquel

\*\*\*\*\*

Dear Don,

Please accept our apology for the previous response to your email regarding Rumble Strips.

Below is the corrected response and again, our apologies.

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

Best regards,



**Cathy Judd**, Administrative Assistant

**Santa Cruz County Regional Transportation Commission**

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** Robin Peake [<mailto:likethesea@att.net>]

**Sent:** Tuesday, April 10, 2012 9:53 PM

**To:** [bds031@co.santa-cruz.ca.us](mailto:bds031@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org); [Rich\\_Krumholz@dot.ca.gov](mailto:Rich_Krumholz@dot.ca.gov); [Dario\\_Senor@dot.ca.gov](mailto:Dario_Senor@dot.ca.gov); [citycouncil@cityofsantacruz.com](mailto:citycouncil@cityofsantacruz.com)

**Subject:** Rumble strips on HWY 1

Good evening,

Last night I attended the meeting addressing the installation of Rumble Strips on HWY 1. In the meeting CalTrans presented information detailing vehicular fatalities. Evidently studies show rumble strips reduce vehicular accidents.

If Hwy 1 was a single purpose road the rumble strips might be a good idea. Fortunately for the residents of Santa Cruz County Hwy 1 is known as a beautiful cycling road. Many local cyclists enjoy Highway 1 on a regular basis. Tourists ride through town using Highway 1. Rumble strips disadvantage all users of HWY 1, except vehicles. Highway 1 already has hazards which are not addressed (overgrown vegetation, glass, and the road is poorly maintained). Please don't add more obstacles which will contribute to accidents for cyclists and others.

I am opposed to rumble strips being installed on Highway 1 because I respect everyone's life.

Sincerely,

Robin Peakebland  
920 Capitola Ave. #66  
Capitola, CA 95010

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.



**Cathy Judd**, Administrative Assistant

**Santa Cruz County Regional Transportation Commission**

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** yu\_kie [mailto:yu\_kie@mac.com]  
**Sent:** Tuesday, April 10, 2012 10:33 PM  
**To:** dario\_senor@dot.ca.gov  
**Cc:** info@sccrtc.org  
**Subject:** concerns regarding Caltrans proposal for rumble strips on Highway 1

Dear Mr. Dario Senor:

I have come across this article on Santa Cruz Sentinel on April 9th ([http://www.santacruzsentinel.com/rss/ci\\_20359320/cyclists-decry-plan-rumble-strips-dozens-turn-out](http://www.santacruzsentinel.com/rss/ci_20359320/cyclists-decry-plan-rumble-strips-dozens-turn-out)), and I would like to express my concerns about Caltrans proposal to put 10 miles of rumble strips on Highway 1.

I believe Caltrans has done this some years ago, and I really disliked riding over it because I felt really unstable on my bike due to the vibration induced by the strips.

I do understand that this is Caltrans effort to reduce traffic accidents, as pointed out in the aforementioned newspaper article; however, I want to emphasize that proposed rumble strips are not safe for cyclists, regardless of their skill levels.

I am an avid cyclist who loves riding along the coast. I am familiar with the section between Shaffer Road and Swanton Road. Depending on the weather conditions, sometimes it get high winds that make holding my bike straight and stable between my legs very difficult. To deal with rumble strips on top of such winds may be a threat to the safety of cyclists.

Some of my friends are competing upcoming Amgen Tour of California and that section of Highway 1 is, I believe, part of the stage between San Francisco to Aptos. Rumble strips should become a major hazard to the competitors of AToC.

Please consider other measures to address a series of crashes if safety for all road users is your first priority.

Thank you for taking your time to read this message.

Sincerely,

Yukie Nakamura  
Los Altos, CA

\*\*\*\*\*

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again



**Cathy Judd**, Administrative Assistant  
**Santa Cruz County Regional Transportation Commission**  
Santa Cruz 831.460.3200 | Watsonville 831.768.8012  
1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** wandis wilcox [<mailto:wandisdw@hotmail.com>]  
**Sent:** Tuesday, April 17, 2012 11:34 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Sustainability in Planning Process

To RTC members:

Just heard about the Transportation Sustainability issue on Public radio and am encouraged to know that mobility options are finally becoming part of the planning discussion. As a longtime Santa Cruz County resident and People Power member, I'm hoping that positive progressive action comes out of this; as including the residents opinions and needs is a great first step toward a healthier and safer multi-choice transportation system.

Personally, I value the liberty of choice; and, even though I own a car, I choose to take the bus for most of my local daily activities. I've ridden my bicycle for years (I'm now 73 years old); as I used to live near downtown Santa Cruz. But now I live too far out in Aptos to have that be a safe option. However, my hope is that the rail corridor near where I live can include a bicycle path that could safely allow me to bike into Santa Cruz (or Watsonville) at will. That's one of my dreams, hopefully for the near future, before I pass on.

Walking/biking paths, and lots of them, could be a wonderful healthy mobility resource for the future if our beautiful county.

Thank you for your consideration during this important juncture of our county's history.

Sincerely, Wandis Wilcox  
1860 Via Pacifica, #1201  
Aptos, CA 95003-5873  
(831) 662-0399

.....

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

.....



**Cathy Judd**, Administrative Assistant  
**Santa Cruz County Regional Transportation Commission**  
Santa Cruz 831.460.3200 | Watsonville 831.768.8012  
1523 Pacific Avenue | Santa Cruz, CA 95060



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-----Original Message-----

From: [brockybeek@yahoo.com](mailto:brockybeek@yahoo.com) [<mailto:brockybeek@yahoo.com>]

Sent: Wednesday, April 18, 2012 11:30 AM

To: [info@sccrtc.org](mailto:info@sccrtc.org)

Subject: input on RTP

Hi,

I just read the Draft Trans Plan Goals Targets Policies (Strategies) document to be presented at the TPW April 19.

I cannot attend, but would like to give an input, as follows:

Under Goal 1, Policies, include in item 1.4 specific language encouraging any public or private development immediately adjacent to the rail corridor to be future-looking by building in accommodation of the anticipated passenger rail service.

For example, a multi-use project was recently begun on the West side of Santa Cruz at Delaware and Swift Streets that immediately abuts the rail line, but which includes no plans for accommodating future passenger rail service, in spite of great concern about the traffic impacts of the development. This is a lost opportunity to bootstrap passenger rail.

If the development had included plans to accommodate future passenger rail, the reality of that service would be all the more conceivable.

To borrow a cliché: plan for it, and they will come (to ride the train).

.....  
Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.

.....  
Cathy Judd  
RTC | Commute Solutions  
1523 Pacific Ave | Santa Cruz CA 95060  
831.460.3200

-----Original Message-----

From: Sawhill Bruce [mailto:[bksawhill@cnsnp.net](mailto:bksawhill@cnsnp.net)]

Sent: Thursday, April 19, 2012 3:35 PM

To: [info@sccrtc.org](mailto:info@sccrtc.org)

Cc: Sawhill Bruce

Subject: Input to Transportation Plan (for Thurs., April 19)

Dear Commissioners:

I would like to motivate for the inclusion of "maximum best use" of the UP rail line into long-term planning for the County's transportation future. A corridor through the most densely populated parts of the county is a very valuable thing, and were it not there already, it would not be possible to access enough money to create it. Friends of the Rail&Trail (FORT) believe that the rail line can accommodate both rail transit and a bike/pedestrian path over much of its length, and that both of those purposes can contribute to the "Triple Bottom Line" of People/Planet/Economy in a way that no single other transportation project in the County can. Possible visions for the rail line could include:

1. A path from Waddell Creek to the Monterey County Line, mostly along the UP Rail line and forming the northern half of the Monterey Bay Sanctuary Scenic Trail.
2. Commuter rail service between Santa Cruz and Watsonville, terminating at a new Pajaro Station where Caltrain and Amtrak could be met.
3. A tram utilizing the railroad right of way in the densest part of the county, perhaps ultimately having UCSC and Cabrillo College as endpoints.
4. Continued (and increasing) freight service to reduce the maintenance costs on our highways caused by heavy trucks and to reduce the costs of bringing goods in and out of the County (trains are three times as efficient as trucks, this will be very significant as fuel costs rise)

Such a maximum best use would reduce traffic congestion, provide health benefits through exercise, reduce pollution, and reduce car dependency and overall transportation expenditures. Americans spend 29% of their budget on transportation, more than almost anywhere else, and that is money that could be spent on education, healthy food, culture, and sport--activities that strengthen community.

Sincerely,

Bruce Sawhill  
Chair, FORT

.....  
Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you again.  
.....

Cathy Judd, Administrative Assistant

Santa Cruz County Regional Transportation Commission

Santa Cruz 831.460.3200 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060

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# PROJECT UPDATE - SANTA CRUZ COUNTY

PREPARED FOR MAY 3, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implement-Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Hwy. 1 Salinas Road Interchange (315924)	Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	April 2010-Fall 2012	\$12 Million	STIP/CMIA	Caltrans	Richard Rosales (JW)	Desilva Gates Construction LP, Dublin	Salinas Rd Detour still in place—Bridge railing pouring will be completed early April followed by traffic moved from detour to final alignment over the bridge mid-late April.
2.	Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)	Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass	Pavement Rehabilitation (hot mix asphalt on existing pavement)	April 15, 2012-Fall 2012	\$12M	SHOPP	D5	Luis Duazo (BR)	Pavex Construction Division, Watsonville	Night work with alternating lane and ramp closures
3.	Santa Cruz Highway 1 Median Barrier (0S3104)	Highway 1 in Santa Cruz (17.5-18.2)	Construct colored and textured Median Barrier	April 23, 2012-Fall 2012	\$1.6 M	SHOPP	D5	Doug Hessing (PD)	Toms Septic Construction, Salinas	Work begins April 23. Alternating lane closures, primarily overnight
4.	Hwy. 9 Grind and Replace (0S0804)	In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)	Cold plane and hot mix asphalt and repaving	Spring 2012--Late-Spring of 2012	\$350,000	Highway Maint.	Caltrans	Kelly McClain (PD)	Pavex Construction Div., San Jose	SCr City working on water line. Nighttime One-way traffic control with flagging.
5.	Hwy. 17 Santa's Village Road Guardrail (0G4004)	Near Scott's Valley from just north of Santa's Village to Crescent Drive (PM 6.1-6.6)	Construct concrete guardrail	January 2011-Spring 2012	\$3 Million	SHOPP	Caltrans	Doug Hessing (PD)	Gordon N. Ball Inc., Alamo	Daytime alternating closures. Work scheduled to complete late Spring.

17-1



# PROJECT UPDATE - SANTA CRUZ COUNTY

PREPARED FOR MAY 3, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
6.	Hwy. 17 Vinehill Wet Weather Improvements (0P8104)	Near Scotts Valley from south of West Vinehill Rd. to south of Vinehill Rd.(PM 7.0-7.3)	Construct soldier pile wall	June 2009-end of April 2012, weather permitting	\$1.5 Million	SHOPP	Caltrans	Doug Hessing (PD)	TBD	90% complete, contractor default, Bonding company sub-contracted Pavex to complete remaining work by end of April, weather permitting.
7.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Winter 2013 - Summer 2013	\$ 2.3 M	SHOPP	Caltrans	Luis Duazo	PS&E/RW	Scheduled to be advertised early 2013
8.	Hwy. 1 Guardrail/Crash Cushions (0M970_)	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)	Upgrade guard rail, end treatments	Summer 2012 – Summer 2013	Total \$2.8M	SHOPP	Caltrans	Doug Hessing	PS&E	Schedule to be advertised July 2012 and Award Sept. 2012.
9.	Hwy. 9 Holiday Lane Improvements (0K2301)	Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)	Construct Viaduct, Upgrade guard rail	Summer 2012 – Winter 2013/14	\$1.3 M	SHOPP	Caltrans	Steve DiGrazia	End of PS&E	HQ Advertising May 2012 and Award July 2012

17-2



## DISTRICT DIRECTOR'S REPORT – SANTA CRUZ COUNTY

PREPARED FOR MAY 3, 2012 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

### DISCRETIONARY FUNDS AVAILABLE

A call for Projects is pending for the Highway Safety Improvement Program (HSIP) and High Risk Rural Road Program (HRRR) Federal funds. This is Caltrans' largest funding call for local safety projects ever. The Call is planned began in April 2012 and applications are expected to be due in **July 2012**. Caltrans is currently finalizing the Guidelines, Application Form, Application Instructions, HSIP and HRRR websites, and the SafeTREC TIMS-Benefit/Cost Calculator for this Call. These documents will be posted on the website when they become available: <http://www.dot.ca.gov/hq/LocalPrograms/>

### NEWSWORTHY

- **Rachel Falsetti** is the Acting District 5 Caltrans Director until the position is filled permanently. Rachel most recently held the position of the Division Chief for Transportation Programming and a key role in working collaboratively with the California Transportation Commission. Rachel has been with the Department for more than 20 years and brings a vast amount of experience to this assignment, including management assignments as Deputy District Director for Planning and Local Assistance, Assistant Deputy District Director for Traffic Operations and Program/Project Management.
- Caltrans recently launched a new online interactive travel map, called QuickMap, designed to make traveling through California easier. This map enables you to quickly zoom into regional areas across the state and access real-time information such as traffic congestion and incidents, lane closures, chain controls, changeable message signs and traffic speeds on state and local roads. This map is available online at: <http://www.dot.ca.gov/>
- A second online interactive map has been developed for emergency response pilots to help them locate the 150 heliport-equipped hospitals across California during medical emergencies. This map is available online at: <http://www.dot.ca.gov/hq/planning/aeronaut/dataplates.html>

17-3

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/msrsubmit/>

**AGENDA:** May 3, 2012

**TO:** Regional Transportation Commission

**FROM:** Kim Shultz, Senior Transportation Planner

**RE:** Highway 1 Soquel/Morrissey Auxiliary Lanes Project Update

---

## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept the monthly report on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project; and,
  2. Authorize the Executive Director to release a request for proposals (RFP) from qualified providers to operate a shuttle for students during the period that the La Fonda Avenue Overcrossing will be out of service to pedestrians and bicyclists.
- 

## **BACKGROUND**

On January 5, 2012, the RTC authorized a construction contract with RGW Construction for work to begin on the Highway 1 Soquel/Morrissey Auxiliary Lanes project. A Notice to Proceed was issued to the contractor on February 3, 2012, following receipt of Performance Bonds and Insurance Certificates.

## **DISCUSSION**

RTC Resident Engineer, Bruce Shewchuk, will present an oral report on current activities and will respond to any questions. The most noteworthy item through this reporting period was authorization from the State Department of Fish and Game to allow construction in the wetlands area with installation of silt fencing and other protective measures in place to avoid degradation of this protected resource. The project team worked closely with Caltrans staff to identify and implement the protective measures to allow construction in advance of the normal June 15<sup>th</sup> jurisdictional timeframe, thereby avoiding further delay of work on the La Fonda Avenue Overcrossing.

Meanwhile, the contractor completed clearing and grubbing of the slopes outside of the protected area. Ten working days were lost through this period due to rain and wet soil, but the contractor was diligent in maintaining storm water measures. In combination with the rain delays experienced in March, the contract completion date is anticipated to be in late April 2013.

As previously reported, vegetation removal on the mountain side of the highway revealed water seepage near the base of the slope. The project team is working with Caltrans to identify appropriate remedial action to be incorporated in the design and construction of retaining walls along this area. Excavation for the retaining walls will begin in the vicinity of Arana Gulch on the mountain side of the highway and for the footing of the soundwall at the north end of the project. This soundwall segment will overlap and extend sound attenuation constructed as part of the Highway 1/17 Merge Lanes project southward towards the La Fonda Avenue Overcrossing. Construction crews will also begin work on the privacy fencing along the boundary of the highway and Harbor High School to visually insulate the school from neighboring construction activity.

#### Bike and Pedestrian Traffic Control Plans

The project team is coordinating with staff of the City of Santa Cruz to identify costs and responsibility for implementation of traffic control measures to minimize congestion and disruption to motorized and non-motorized travelers when the La Fonda Avenue Overcrossing is closed. Funding for these activities is provided in the capital construction budget separate from the contractor's contract through the Project's Transportation Management Plan.

Among the actions to be taken, the contractor has been asked to provide a cost estimate to construct an all weather path between Park Way Court and La Fonda Avenue to promote non-motorized travel from the adjacent community to Harbor High School. Other actions identified by the RTC's Bicycle Committee and agreed upon by the City of Santa Cruz include:

- Brookwood Drive: Vegetation clearance to improve sight distance, and apply pavement striping and signage to slow and direct vehicles to improve safety for pedestrians moving in either direction along Brookwood Drive.
- Install bike sharrows on the pavement at various locations in the Prospect Heights neighborhood and along La Fonda Avenue.
- Install bike lanes in both directions on Rooney Street between Elk Street and Pacheco Street.

Funds are available in the project's transportation management plan for these traffic control items to be implemented by the City of Santa Cruz through a memorandum of understanding.

#### Student Shuttle

For the period when the La Fonda Avenue Overcrossing is out of service, the environmental document identified either the construction of a temporary pedestrian bridge or a shuttle to mitigate the impact to students needing access to area schools. During the final design phase it was determined that a temporary pedestrian bridge was extremely expensive, and would extend the construction schedule and impact to the adjacent community. Accordingly, a decision was made

to operate a shuttle primarily serving students at Harbor High School living in the Prospect Heights neighborhood. The Transportation Management Plan provides funding for the operation of a shuttle beginning at the start of the school year in fall 2012 until the La Fonda Avenue Overcrossing is reopened.

The Santa Cruz City Schools (SCCS) has agreed to cooperate with the RTC in the planning and operation of the student shuttle. The SCCS now has preliminary information as to prospective students attending Harbor High School in the upcoming school year. By state law, student shuttle service can only be operated by certified providers. Staff has had preliminary discussions with providers operating in the Santa Cruz area, all of which expressed interest in providing this service on a contract basis.

Staff feels it is timely to solicit proposals from a qualified provider and begin the route planning and schedule for this service. Preliminary plans call for providing shuttle service in the morning (6:30 – 8:30 AM) and afternoon (2:30 – 5:30 PM). Accordingly, **staff recommends that the RTC authorize the Executive Director to release a Request For Proposals from qualified providers to operate a shuttle for students during the period that the La Fonda Avenue Overcrossing is out of service to pedestrians and bicyclists.**

#### Construction Financial Status

As reported last month, RTC staff was working with Caltrans staff in preparing the financial report for the California Transportation Commission (CTC) identifying construction cost savings. That report was accepted last week by the CTC and included establishing a 10% contingency to the contractor's bid price. This is welcome news and will be incorporated in the RTC budget.

There have been no contract change orders through this reporting period, nor any claims or potential claims registered by the contractor. The contractor has provided a preliminary cost estimate for extending the plant establishment period from the current one year period to three years, and staff has requested the contractor prepare a formal response including all qualifications and conditions of that cost estimate.

Through 2 months of construction activity, the approved progress payments total \$596,158. As of this writing the progress payment for the current period is still under review by the construction engineer and will be reported at the next meeting.

Following is the current contractor cost accounting:

Updated Contract Amount	\$ 9,950,639
<u>Contingency Balance</u>	<u>\$ 484,932</u>
Approved Contract Budget	\$10,435,571
<u>Progress Payments To Date</u>	<u>\$ 596,158</u>
Remaining Contract Budget	\$ 9,839,413



**SUMMARY**

The State Department of Fish and Game has authorized work to be conducted in the wetland areas with remedial action taken by the contractor to avoid degradation of this protected resource. The project schedule was extended 10 days due to rain and wet soil during this reporting period. Work activity in this month will include the construction of retaining walls in the vicinity of Arana Gulch on the mountain side of the highway and the footing for the soundwall at the north end of the project. The project team is coordinating with the City of Santa Cruz to construct several traffic control measures recommended by the RTC's Bicycle Committee. Staff recommends that the RTC authorize the Executive Director to release a request for proposals from qualified providers to operate a shuttle to serve students during the period that the La Fonda Avenue Overcrossing is closed.

AGENDA: May 3, 2012

TO: Santa Cruz County Regional Transportation Commission

FROM: Karena Pushnik, Senior Transportation Planner

**RE: FY 2012-13 Transportation Development Act and State Transit Assistance Funds for the Santa Cruz Metropolitan Transit District**

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#### **RECOMMENDATION**

The Elderly & Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission approve by resolution (Attachment 1) the Transportation Development Act Article 4 funding request from the Santa Cruz Metropolitan Transit District for \$5,413,319 and State Transit Assistance for \$2,879,175.

*[No roll call needed for this claim.]*

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#### **BACKGROUND**

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's share of the ¼ cent sales tax according to established formulas in the Commission's Rules and Regulations and Regulations and consistent with Public Utilities Code Section 99260(a) pertaining to special transportation assistance claims. In addition, the Santa Cruz Metropolitan Transit District is an operator in accordance with the Public Utilities Code and is eligible for State Transit Assistance (STA) funds.

At the Regional Transportation Commission's (RTC) March meeting, the FY 2012-13 budget was approved including Transportation Development Act (TDA) in the amount of \$5,413,319 for the Santa Cruz Metropolitan Transit District (Metro).

#### **DISCUSSION**

At its April 10 meeting, the RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed Metro's FY 2012-13 TDA Claim Form and summary pages from Metro's operating statistics and preliminary budget (Attachment 1). Metro will use the TDA funds to assist with operating the fixed route bus services and the American's with Disabilities-mandated paratransit service, ParaCruz. Based on their claim form, Metro provided 5,776,444 bus rides and 94,510 ParaCruz rides last fiscal year. Next year Metro will be implementing the Smart Card, receiving 11 new buses, implementing changes to their Limited English Proficiency assistance and conducting an onboard survey.

**The E&D TAC and staff recommend that the Regional Transportation Commission approve Metro's FY 2012-13 TDA and STA claims in the amount of \$5,413,319 and \$2,879,175, respectively.**

Metro staff will be available to provide a brief presentation and answer questions about their TDA claim at the meeting.

**SUMMARY**

The E/D TAC and staff recommend that the Regional Transportation Commission approve the FY 2012-13 TDA claim from the Santa Cruz Metropolitan Transit District to provide bus and paratransit services.

Attachments:

1. Resolution authorizing FY 2012-13 TDA Funds for the Metro
2. Metro TDA Claim and operation/budget pages

*I:\E&DTAC\TDA\METRO\2012\TDARTC05\_2012.DOC*

Attachment 1

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 3, 2012  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2012/13 TRANSPORTATION DEVELOPMENT  
ACT (TDA) ARTICLE 4 and STATE TRANSIT ASSISTANCE (STA) CLAIM FROM THE SANTA CRUZ  
METROPOLITAN TRANSIT DISTRICT

WHEREAS, the Transportation Development Act of 1971, Article 4, Section 99260(a) of the Public Utilities Code provides that transit operators may file a claim for monies from a county's local transportation fund with the transportation planning agency for that county; and

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) is a transit operator in accordance with Article 1, Section 99210 of the Public Utilities Code, and the Santa Cruz County Regional Transportation Commission (RTC) is the transportation planning agency for Santa Cruz County, in accordance with Article 1, Section 99214 of the Public Utilities Code; and

WHEREAS, the RTC apportioned \$5,413,319 in Transportation Development Act (TDA) funds and \$2,879,175 in State Transit Assistance (STA) funds to METRO in its fiscal year 2012/13 budget; and

WHEREAS, METRO submitted a claim for Transportation Development Act and State Transit Assistance funds in accordance with TDA statutes and the RTC Rules and Regulations;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The FY 12/13 Transportation Development Act (TDA) and State Transit Assistance (STA) claim by Santa Cruz Metropolitan Transit District (METRO) fulfills the requirements specified in the Transportation Development Act and the Santa Cruz County Regional Transportation Commission's (RTC) Rules and Regulations and the RTC finds that:
  - a. The proposed expenditures are in conformity with the Regional Transportation Plan.
  - b. The level of passenger fares and charges is sufficient to enable the METRO to meet the fare revenue requirements of Public Utilities Code sections 99268.1 or 99268.2b as an older operator.
  - c. METRO is making full use of federal funds available under the Urban Mass Transportation Act of 1964.
  - d. The sum of METRO's allocations from the State Transit Assistance (STA) and the TDA funds does not exceed the amount that METRO is eligible to receive during the fiscal year.

- e. The claim funds may be used to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.
  - f. METRO made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code section 99244 as specified in sections 17 and 22 of the TDA claim form.
  - g. A certification by the Department of the California Highway Patrol verifying that METRO is in compliance with section 1808.1 of the Vehicle Code, as required in Public Utilities Code section 99251. The certification shall have been completed within the last 13 months.
- 2. The Transportation Development Act Article 4 and State Transit Assistance claim submitted by the Santa Cruz Metropolitan Transit District for fiscal year 2012/13 is hereby approved, to be paid in quarterly payments, as specified in the submitted claim.
  - 3. Should the RTC amend its FY 12/13 budget to modify TDA revenue apportionments to METRO, the Executive Director is authorized to modify the payment amounts consistent with the RTC's approved FY 12/13 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

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Kirby Nicol, Chair

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George Dondero, Secretary

Distribution: METRO  
RTC Fiscal

Transportation Development Act (TDA) – Local Transportation Funds and  
**State Transit Assistance (STA)**  
**CLAIM FORM**

*Submit a separate form for each project.*

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

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

**Project Information**

1. Project Title: FY13 Public Transit Operations in Santa Cruz County
2. Implementing Agency: Santa Cruz Metropolitan Transit District (Santa Cruz METRO)
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim:

TDA	<u>\$5,413,319</u>
STA (transit only)	<u>\$2,879,175</u>
5. Fiscal Year (FY) for which funds are claimed: FY13
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
  - ☐ Article 8 Bicycle and/or Pedestrian Facility
  - ☒ Article 4 Public Transportation
  - ☐ Article 8 Specialized Transportation
  - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
Name: Leslie R. White, General Manager  
Telephone Number: (831) 426-6080 E-mail: [lwhite@scmtd.com](mailto:lwhite@scmtd.com)  
  
Secondary Contact (in event primary not available): Thomas Hiltner, Grants/Legislative Analyst  
Telephone Number: (831) 426-6080 E-mail: [thiltner@scmtd.com](mailto:thiltner@scmtd.com)
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks).

This project provides operating assistance for fixed-route public transit and ADA complementary paratransit operations in Santa Cruz County. Fixed-route public transit operations require a maximum fleet of 80 vehicles serving 30 routes throughout Santa Cruz County. In addition, Santa Cruz METRO operates an inter-county commuter express between Santa Cruz and San Jose. ParaCruz, Santa Cruz METRO's complementary paratransit service, operates 45 accessible vans in demand-response service for persons who, due to disability, cannot access the fixed-route system.

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

Santa Cruz METRO Service Area



10. Justification for the project: (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

This project supports public fixed-route transit and paratransit service in Santa Cruz County. Public transit serves as an alternative transportation mode of choice and as essential lifeline transportation for residents who do not have access to a privately owned vehicle.

11. Project Productivity Goals for this fiscal year:

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

Total Annual passenger trips  
Operating Cost/Hour  
Farebox Recovery Ratio

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

For FY13, Santa Cruz METRO projects 5,232,400 trips on its fixed-route and 93,000 trips on ParaCruz.

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

Yes, Santa Cruz METRO's FY12 TDA/STA project conforms to these goals from the 2010 Regional Transportation Plan:

- 2.3 Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves a transit ridership goal of 10 percent of all trips.
- 2.6 Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.
- 4.2 Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.

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

- Reduce congestion on local streets and roads by providing alternatives to the private automobile.
- Increase range of travel for bicycles by accommodating bikes on buses.
- Provide feeder service to intercity bus, rail and airline network at San Jose.

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

What is the total project cost?

**\$42,911,056** for FY13 as published in the *Santa Cruz Metropolitan Transit District FY13 & FY14 Preliminary Operating Budget*, 3/23/12, Attachment A).

Is project fully funded? The *Santa Cruz Metropolitan Transit District FY13 and FY14 Preliminary Budget* indicates that the FY13 Operating Budget is fully funded with transfers from operating and capital reserves.

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?  
Public transit operations; operating budget

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

a. Bike/Ped: ☐ Up to 90% upon initiation of work OR ☐ 100% upon project completion

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

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☒ Quarterly disbursement



16. TDA Eligibility:

	YES?/ NO ?
<p><b>A.</b> Has the project/program been approved by the claimant's governing body? Form of approval (eg resolution, work program, budget, other document) <u>On 3/23/12 The Board adopted the <i>FY13 and FY14 Preliminary Operating Budget</i> for the purpose of submitting the TDA and STA claims in the amounts requested with this claim.</u></p> <p>If "NO," provide the approximate date approval is anticipated. _____</p>	Yes
<b>B.</b> Has this project previously received TDA funding? (This Project is defined as FY13 operations.)	Yes
<b>C.</b> For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	NA
<b>D.</b> Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	NA
<b>E.</b> For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	NA

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

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
  - Santa Cruz METRO continued to use new Hastus software to improve run cutting and optimize run times. A new bid module installed in FY12 simplified the bid process for operators and implemented a new time-keeping system to automate payroll accounting tasks.
  - Santa Cruz METRO completed a Watsonville Transit Study to inform the spring 2012 service changes which will re-align Watsonville routes to optimize service for a greater number of riders.
  - Santa Cruz METRO implemented a smart-card fare payment system which will reduce boarding times to reduce run times, increase revenue and enable more customers to attain discounted fare rates with a smaller purchase of multiple-ride passes. Previously, only the monthly pass enabled savings in the cost per ride.
  - Santa Cruz METRO purchased 11 CNG replacement buses for local fixed-route service and ordered five more replacements using FTA State of Good Repair and California Proposition B funding.
  - Vacant staff positions remained unfilled as a cost-saving method.
  - METRO adopted a formal Language Assistance Program to improve access to the system for persons with Limited English Proficiency.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:
  - Evaluate addition of new service.
  - Conduct on-board survey to assess and modify time-points to improve on-time performance.
  - Incorporate recommendations of an On Board Transit Survey and the Watsonville Transit Study to improve service in Watsonville.

18. What is different from last year's program/claim?
- The TDA claim amount this year is greater than last year's.
  - The FY13 operating expenses will increase due to filling long-vacant positions and adding new positions to accommodate service expansion, new technology and increased planning work.
  - This year's program uses less of the STA funds claimed for operating assistance due to transfers from operating and capital reserves and gradually increasing sales tax revenue.
  - This year's program projects a fully-funded budget utilizing transfers from operating and capital reserves.
19. Schedule of regular progress reports including an evaluation at the end of the year:
- ☒ SCMD – April each year
  - ☐ Specialized Transportation: Quarterly to E/D TAC, RTC \_\_\_\_\_ (Months/Year)
  - ☐ CTSA: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)
  - ☐ B2W: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)

**CTSA and Volunteer Center (Article 8) Only**

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe.
21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe.

**SCMTD & RTC Only**

22. List the recommendations provided in your last Triennial Performance Audit and your progress toward meeting them.
- ***Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.***
  - ***For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.***
  - ***Describe any problems encountered in implementing individual recommendations.***
1. Santa Cruz METRO should continue to work closely with SCCRTC and AMBAG to secure state and federal funding to replace its aging fleet as soon as feasible.  
*Santa Cruz METRO purchased 11 new CNG replacement buses and awarded a contract for five additional replacements using funds from two successful State of Good Repair grants which AMBAG and the SCCRTC supported.*
  2. Santa Cruz METRO should work closely with SCCRTC, Community Bridges and the Volunteer Center to develop an SRTP update, including the following plan elements:
    - Financially sustainable public transportation service levels;
    - Vehicle replacement needs for the Santa Cruz METRO and Community Bridges; and
    - Development of comprehensive performance goals, objectives and measurable standards.*Santa Cruz METRO initiated a new Caltrans planning grant application for funding to perform a county-wide short range transit plan to be developed cooperatively with the SCCRTC, Community Bridges, the Volunteer Center and AMBAG as partners. This is a county-wide, coordinated plan to improve fixed-route and paratransit service among service providers while balancing the needs of both transit dependent and transit choice riders in a sustainable manner.*

*The FY08-FY12 Short Range Transit Plan established goals, objectives and performance*

*measures for operations, planning and customer service which are applied to current performance measures reported annually to the SCCRTC. If awarded, the SRTP planning grant will fund evaluation and development of revised goals, objectives and standards.*

4. Santa Cruz METRO should consider developing a succession plan for its general manager and other possible departures of senior staff.

*Santa Cruz METRO will considered this recommendation as staffing needs evolve. The General Manager extended his contract with the Santa Cruz METRO Board of Directors through December 2013. The Board of Directors is aware of the need to initiate a recruiting process as much as one year in advance of the General Manager's retirement.*

*No senior staff have departed since the Assistant General Manager retired at the end of 2008.*

5. Santa Cruz METRO should continue to work with staff from the SCCRTC and the AMBAG to better align and streamline planning procedures to avoid possible delays in project delivery on future federally funded transit projects.

*In addition to planning for a collaborative, coordinated, comprehensive county-wide short range transit plan update, Santa Cruz METRO will continue to work with SCCRTC and AMBAG staff through the Interagency Technical Advisory Committee and AMBAG's interregional planning group of state and federal funding agencies to maintain progress on federally funded projects.*

#### **SCMTD Only**

23. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

*Please see the tables on the following table for Urban vs. Rural Farebox recovery ratios. Because Santa Cruz METRO interlines rural and urban routes, segregating farebox revenue from each service area is not possible; therefore, the rural farebox recovery ratio is derived from budget estimates in the FY12 budget, the FY12 FTA 5311 rural operating assistance application and final FY11 operating data.*

**Farebox Recovery Ratio: Urban vs. Rural FY12<sup>(1)</sup>**

<b>Funds</b>	<b>Urbanized</b>	<b>Rural</b>
Fare Revenue	\$ 8,167,010	\$ 279,728
Local support Revenues	22,802,284	1,101,673
Operation Costs	33,663,407	1,551,883
Fare Ratio	24.3%	18.0%
Passengers/Year <sup>(2)</sup>	4,807,284	223,870
Cost/Ride	\$ 7.00	\$ 6.93

- <sup>(1)</sup> FY12 Budget and  
FY12 FTA 5311 application est. of rural cost.  
Does not include ParaCruz Dept. costs or revenue

- <sup>(2)</sup> Projected from FY12 YTD ridership  
and FY12 FTA 5311 application ridership estimate.

*Note: Exemptions for calculating operating costs – **spell out in your operating budget summary.***

- *Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.*
- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator's prior year costs as adjusted by the CPI are excluded from operating cost.*

*Santa Cruz METRO's cost per ride increased from \$5.85 per ride in the urban area last year to an estimated \$7.00 per ride this year. This steep increase can be attributed to a significant downturn in FY11 ridership due to service cuts and a fare increase, while, at the same time, ridership increased significantly on the Highway 17 Express, which has no rural service segments. Because the Highway 17 Express carries passengers non-stop for approximately 30 miles without the opportunity to board new passengers, the passengers carried per hour of service is lower than any other service yet the cost of operations is fixed; therefore, the cost per passenger is higher. Rural operating cost/passenger increased as well due to lost ridership and higher operating costs. The \$6.10 cost per rural trip in FY11 increased to \$6.93 in FY12. This trend will continue in FY13.*

*For the first time, the cost of urban trips, according to this estimate, will exceed the cost of rural trips. This could be attributed to the higher cost per passenger and increased number of service hours on the Highway 17 Express as described above.*

24. Current fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public).
- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 59.6%
  - FY1978-79 Ratio: 56.9%

25. Did the SCMTD operating budget increase over 15% from the prior fiscal year? NO, the FY13 preliminary operating budget shows an increase of 6.92% over the revised FY12 budget (January 2012).

*If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).*

26. Operating statistics (compare current fiscal year to date to last three full fiscal years; \*TDA required performance indicators), submit items from the following list.

Please see FY11 Local Fixed-Route Trip Types graphic and Santa Cruz METRO Performance Indicators FY09– FY12 YTD on the Following Pages

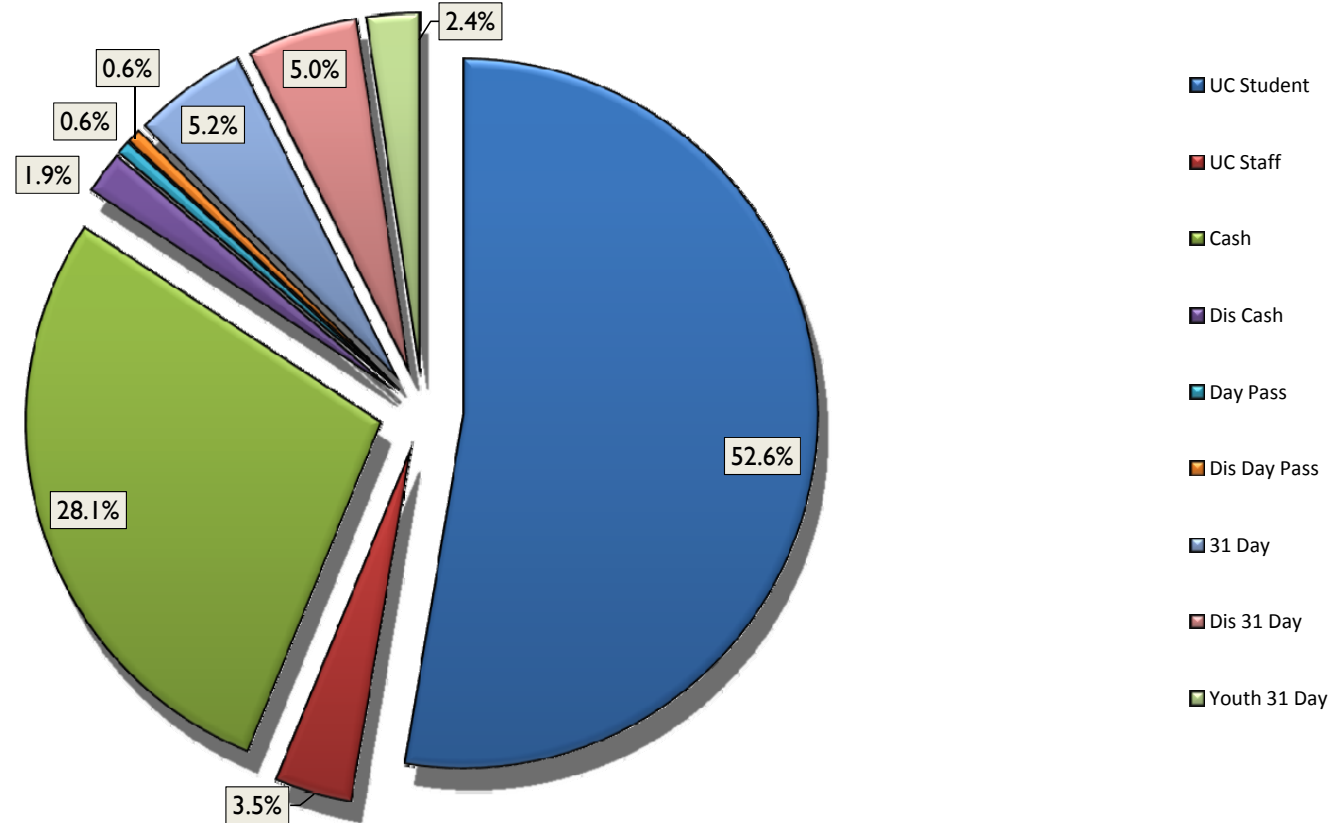
- *Annual passengers*
  - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride.*

For FY13, TDA funds will contribute an estimated \$.91 for each fixed-route passenger trip and \$6.73 for each ParaCruz trip.

- *Annual service hours*
- *Passengers per vehicle service hour\**
- *Annual service miles*
- *# of fixed-route miles*
- *Passengers per vehicle service mile\**
- *Average passengers per weekday*
- *Total operating costs in budget*
- *Operating cost per vehicle service hour\**
- *Total operating cost per passenger\**
- *Average Farebox Revenue per passenger (describe what is included)*
- *# of FTE employees (all employees, not just drivers)*
- *Vehicle Service hours/Employee\**
- *# of routes*
- *Average route length*
- *Average travel times/rider*
- *# of bus stops*
- *# of vehicles in operation*
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time:*
- *Hours of service:*
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

UC Student	UC Staff	Cash	Dis Cash	Day Pass	Dis Day Pass	31 Day	Dis 31 Day	Youth 31 Day	Total	W/C	Bikes
3,040,949	201,637	1,624,829	110,804	35,575	36,442	299,148	291,106	135,829	<b>5,776,320</b>	22,363	213,430

## Ridership Distrabution FY2011



Santa Cruz METRO Operating Financials				
Operating Expenses	FY09	FY10	FY11	FY12 YTD
Local Fixed-Route Expenses	\$27,525,581	\$27,790,277	\$28,142,307	\$14,223,122
Highway 17	\$3,367,327	\$3,399,708	\$3,442,774	\$1,739,978
Paratransit	\$3,626,157	\$3,868,580	\$4,434,489	\$2,332,767
<b>TOTAL Operating Expenses*</b>	<b>\$34,519,065</b>	<b>\$35,058,565</b>	<b>\$36,019,570</b>	<b>\$18,295,867</b>
Operating Revenue	FY09	FY10	FY11	FY12 YTD
Fixed-Route Fares	\$3,386,252	\$3,240,488	\$3,382,948	\$1,879,071
Contracts	\$3,590,053	\$3,448,625	\$3,436,133	\$1,215,315
Highway 17 Fares	\$1,034,204	\$1,072,469	\$1,182,951	\$714,818
Highway 17 Payments	\$436,551	\$427,759	\$371,049	\$133,718
ParaCruz Fares	\$322,124	\$238,603	\$243,559	\$149,991
Sales Tax	\$14,923,142	\$14,320,288	\$15,209,774	\$8,166,719
Federal Transit Administration	\$3,615,707	\$4,025,687	\$6,142,102	
Transit Development Act	\$5,696,249	\$5,001,737	\$7,803,287	\$2,622,482
Misc. Revenue	\$719,312	\$569,113	\$602,537	\$272,484
One-Time Revenue	\$795,471	\$2,713,795	(\$2,354,770)	\$144,798
<b>TOTAL Operating Revenue</b>	<b>\$34,519,065</b>	<b>\$35,058,565</b>	<b>\$36,019,570</b>	<b>\$15,299,396</b>
Santa Cruz METRO Operating Statistics				
System Information	FY09	FY10	FY11	FY12 YTD
Directional Route Miles	479.3	479.3	479.3	479.3
Number of Bus Stops	999	999	999	999
Number of Routes	40	40	38	38
Total Active Fleet	113	113	112	112
Maximum Bus in-svc. (WD)	82	82	85	80
Total METRO Employees	315	313	310	303
Revenue Hour Per Employee	711	717	694	330
Local Fixed-Route Performance	FY09	FY10	FY11	FY12 YTD
Ridership	5,714,202	5,444,841	5,446,104	2,348,379
Revenue Hours	202,149	202,645	193,754	89,127
Revenue Miles	2,740,218	2,745,456	2,577,615	1,185,703
Passengers Per Hour	28.27	26.87	28.11	26.35
Passengers Per Mile	2.09	1.98	2.11	1.98
Total Cost Per Passenger	\$4.82	\$5.10	\$5.17	\$6.06
Revenue Per Passenger	\$1.22	\$1.23	\$1.25	\$1.32
Farebox Recovery	25.34%	24.07%	24.23%	21.76%
Highway 17 Performance	FY09	FY10	FY11	FY12 YTD
Ridership	312,819	301,104	330,340	167,198
Revenue Hours	21,705	21,633	21,524	10,791
Revenue Miles	569,084	579,769	579,144	290,112
Passengers Per Hour	14.41	13.92	15.35	15.49
Passengers Per Mile	0.55	0.52	0.57	0.58
Total Cost Per Passenger	\$10.76	\$11.29	\$10.42	\$10.41
Revenue Per Passenger	\$3.31	\$3.56	\$3.58	\$4.28
Farebox Recovery	30.71%	31.55%	34.36%	41.08%
Fixed-Route Total Performance	FY09	FY10	FY11	FY12 YTD
Ridership	6,027,021	5,745,945	5,776,444	2,515,577
Revenue Hours	223,854	224,278	215,278	99,918
Revenue Miles	3,309,302	3,325,225	3,156,759	1,475,815
Passengers Per Hour	26.92	25.62	26.83	25.18
Passengers Per Mile	1.82	1.73	1.83	1.70
Total Cost Per Passenger	\$5.13	\$5.43	\$5.47	\$6.35
Revenue Per Passenger	\$1.33	\$1.35	\$1.39	\$1.51
Farebox Recovery	25.93%	24.88%	25.33%	23.86%
Subsidy Per Passenger	\$3.80	\$4.08	\$4.08	\$4.83
Cost Per Revenue Hour	\$138.00	\$139.07	\$146.72	\$159.76
ParaCruz Performance	FY09	FY10	FY11	FY12 YTD
Ridership	93,279	94,074	94,510	47,425
Revenue Hours	44,631	43,256	43,963	23,478
Revenue Miles	636,901	611,882	639,424	321,940
Passengers Per Hour	2.09	2.17	2.15	2.02
Passengers Per Mile	0.15	0.15	0.15	0.15
Total Cost Per Passenger	\$38.87	\$41.12	\$46.92	\$49.19
Revenue Per Passenger	\$3.45	\$2.54	\$2.58	\$3.16
Farebox Recovery	8.88%	6.17%	5.49%	6.43%

\* Does not include Depreciation, GASB Liability, or other adjustments

**Documentation to Include with your Claim:**

**All Claims**

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

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

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

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

**Article 4 Transit Claims**

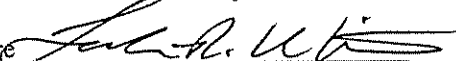
- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

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***Local Agency Certification:***

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

Signature



Title: General Manager

Date: March 28, 2012



AGENDA: May 3, 2012

TO: Santa Cruz County Regional Transportation Commission

FROM: Karena Pushnik, Senior Transportation Planner

**RE: FY 2012-13 Transportation Development Act Funds for  
Community Bridges**

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#### **RECOMMENDATION**

The Elderly & Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission approve by resolution ([Attachment 1](#)) a \$531,835 FY 2012-13 Transportation Development Act (TDA) Article 8 fund claim from the City of Santa Cruz on behalf of Community Bridges to provide transportation for seniors and people with disabilities.

*[This is a roll call vote by local jurisdiction representatives.]*

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#### **BACKGROUND**

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) local transportation funds from the region's share of the ¼ cent sales tax according to established formulas in the Commission's Rules and Regulations and consistent with Public Utilities Code Section 994400(c) pertaining to special transportation assistance claims.

At the Regional Transportation Commission's (RTC) March meeting, the FY 2012-13 budget was approved including Transportation Development Act (TDA) apportionments for Community Bridges, the Volunteer Center and the Santa Cruz Metropolitan Transit District. The City of Santa Cruz, as a local jurisdiction, has agreed to act as the claimant for both Community Bridges and the Volunteer Center, as it has historically. On April 24, 2012 the City approved their role as claimant.

#### **DISCUSSION**

At its April 10 meeting, the RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed Community Bridges FY 2012-13 TDA claim, budget, operating plan and service units ([Attachment 2](#)). Community Bridges serves low income and disabled individuals, many of which are unable to use traditional public transit or complementary paratransit. The TDA funds are projected to provide over 23,324 out of a total of 62,378 rides provided by Community Bridges in FY 2012-13. TDA funded service is recommended to be provided for the following services: Taxi Scrip (2,100 rides), Out of County Medical (500 rides), In County Medical (6,263 rides), Meals on Wheels (7,508 rides), Elderday (3,953 rides), and the Winter Shelter Program (3,000).

Community Bridges staff will be available to provide a brief presentation and answer questions about their TDA claim at the meeting.

**The E&D TAC and staff recommend that the Regional Transportation Commission approve the FY 2012-13 TDA claim from City of Santa Cruz on behalf of Community Bridges in the amount of \$531,835.**

### **SUMMARY**

The E&D TAC and staff recommend that the Regional Transportation Commission approve the FY 2012-13 City of Santa Cruz TDA claim on behalf of Community Bridges.

### *Attachments:*

1. Resolution authorizing FY 2012-13 TDA Funds for the City of Santa Cruz on behalf of Community Bridges
2. Community Bridges TDA Claim and operation/budget pages

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 3, 2012  
on the motion of Commissioner  
duly seconded by Commissioner

**A RESOLUTION APPROVING THE PROPOSED FY 2012-13 ARTICLE 8(c) CLAIM  
FROM THE CITY OF SANTA CRUZ ON BEHALF OF COMMUNITY BRIDGES**

WHEREAS the Transportation Development Act (TDA) of 1971 provides that the applicant may file an Article 8(c) claim for monies from the Local Transportation Fund; and

WHEREAS the Regional Transportation Commission (RTC) has identified a process for TDA claims in their Rules and Regulations; and

WHEREAS the Regional Transportation Commission, in adopting its FY 2012-13 TDA budget, has apportioned \$531,835 to be used by the Community Bridges for providing specialized transportation; and

WHEREAS the Elderly & Disabled Transportation Advisory Committee, at its April 10, 2012 meeting, recommended that the Regional Transportation Commission approve this claim; and

WHEREAS the City of Santa Cruz is eligible to claim Article 8(c) funds and approved their role as claimant for Community Bridges on April 24;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The claim submitted in the amount of \$531,835 fulfills the requirements as specified in the Transportation Development Act and the Rules and Regulation of the RTC and is consistent with the Regional Transportation Plan, as follows:
  - a. The claim includes a proposed budget for the 2012-13 fiscal year;
  - b. The claim includes a statement of projected or estimated revenues and expenditures for the prior fiscal year;
  - c. The claim will fund specialized transportation services respond to transportation needs not otherwise being met within the community; and
  - c. The proposed expenditure of the funds is consistent with the most current Regional Transportation Plan.

2. The City of Santa Cruz will act as a claimant on behalf of the Community Bridges, for Article 8(c) claims for specialized transportation programs. A claim is hereby approved in the amount of \$531,835 consisting of quarterly payments as follows:

July 15, 2012	\$186,142
October 15, 2012	\$115,231
January 15, 2013	\$115,231
April 15, 2013	\$115,231

3. The Executive Director is authorized to modify the payment amounts should the RTC amend the FY 2012-13 Transportation Development Act apportionments in the RTC's FY 12-13 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Kirby Nicol, Chair

ATTEST:

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George Dondero, Secretary

Distribution: City of Santa Cruz  
Community Bridges  
Transportation-Fiscal  
Staff TDA File

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# COMMUNITY BRIDGES

## Puentes de la Comunidad

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

### **AGENCY BOARD RESOLUTION**

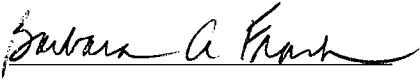
#### **RESOLUTION # 2012-03-01**


Duly noticed regular meeting of the Community Bridges Board of Directors held on March 21, 2012 the following resolution was made.

Whereas the Board discussed on **Community Bridges/Lift Line TDA claim for the 12/13 fiscal year.**

Whereas the Board of Directors of Community Bridges (CB) hereby authorizes Community Bridges/Lift Line to make a claim for the 12/13 TDA funds from the Regional Transportation Commission through the City of Santa Cruz.

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

  
Barbara Frank, President

  
Rick Roberts, Secretary

### **VERIFICATION**

Each of the undersigned declares under penalty of perjury under the laws of the State of California that the statement in the foregoing certificate are true and correct of his or her own knowledge, and that this declaration was executed on March 21, 2012, at Aptos, California.

  
Barbara Frank, President

  
Rick Roberts, Secretary



**COMMUNITY BRIDGES**  
Puentes de la Comunidad

[www.communitybridges.org](http://www.communitybridges.org)

The Community Bridges  
Family of Programs



Beach Flats  
Community Center



Child and Adult Care  
Food Program



Child Development Division



Familia Center



Live Oak  
Family Resource Center

### **LIFT LINE**

Consolidated Transportation  
Services Agency



La Manzana  
Community Resources



Meals on Wheels



Mountain Community  
Resources



Women, Infants & Children  
Nutrition Program

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

*Submit a separate form for each project.*

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

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

### **Project Information**

1. Project Title: Lift Line / CTSA Specialized Paratransit Service for Santa Cruz County
2. Implementing Agency: Community Bridges
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:  
The City of Santa Cruz acts as the eligible TDA claimant for Lift Line. Lift Line receives the TDA funds through a contract with the City of Santa Cruz.
4. Funding requested this claim:      TDA \$ 531,835  
   STA (transit only) \$ \_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY 12 / 13
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:  

<input type="checkbox"/> Article 8 Bicycle and/or Pedestrian Facility	<input checked="" type="checkbox"/> Article 8 Specialized Transportation
<input type="checkbox"/> Article 4 Public Transportation	<input type="checkbox"/> Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
Name: Kirk Ance  
Telephone Number: 831-688-8840 ext. 238      E-mail: kirka@cbridges.org  
  
Secondary Contact (in event primary not available): Michael Robins  
Telephone Number: 831-688-8840 ext. 204      E-mail: michaelr@cbridges.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. *Please see Exhibit C-1 and C-2 attached.*
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
  
The TDA funding for CTSA to coordinate and provide specialized transportation for Santa Cruz County residents, including out of county medical clinics and hospitals in Monterey, San Francisco, San Mateo and Santa Clara Counties
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. **The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation.** As the Consolidated Transportation Service Agency, Lift Line is coordinating transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Some of them are the Family and Children's Services of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, and other hospitals and medical facilities. Lift Line is also working closely with several other non-profit organizations and other Counties to continue to define and create an effective mobility management center to help mobilize resident with various disabilities, low income and senior populations to travel easily throughout our County as well as to travel seamlessly throughout our tri-county region, also now to include the Santa Clara County. This is consistent with the AMBAG Coordinated Plan.

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

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

11. Project Productivity Goals for this fiscal year:

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

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

**Performance Measures to be included in Quarterly Reports**

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month

7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Fare box recovery level
15.	Van mileage per program
16.	% of Rides performed by subcontractors
17.	% of shared trips/ Average vehicle occupancy
18.	% of cancellations of total rides

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

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

Lift Line's is projecting to provide service to over 500 Santa Cruz Count residents who will need specialized wheel-chair accessible vans and is projecting to provide and coordinate over 80,000 rides in the 2012/2013fiscal year. *Please see Exhibit C-1 and C-2 Operating Plan for details.* Lift Line will continue to provide responsive, non-emergency health and medical paratransportation for seniors and disabled residents of Santa Cruz County, all of which are low-income. Trips are provided to health and medical destinations such as hospitals, medical centers and clinics, doctor's offices, pharmacies, dialysis centers, human services, and various mental health and physical therapy appointments. In partnership with Central Coast Alliance for Health, rides to medical destinations will be provided for qualified members. Lift Line continues to work closely with Watsonville Dialysis and Santa Cruz Satellite Dialysis to provide flexible services for its clients who are unable to use transit or METRO ParaCruz services. We have increased our ride request for TDA Medical rides to prepare for the increase in Veteran riders and also to service former METRO ParaCruz clients who may lose transportation services due to bus route cuts.

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

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

- Policy 1.3.5 to coordinate specialized transportation services;
- Policy 1.3.9 to Encourage volunteers, friend and relative-provided transportation for the elderly and disabled, especially in rural areas;
- Policy 3.6 Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency; Policy 3.6.3 Support programs that address the transportation needs of low-income people;
- Policy 5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of TDA-funded paratransit service. Community Bridges and Lift Line staff works with the Regional Transportation Commission and the members of the Elderly and Disabled Transportation Advisory Committee, In Home Support Service Commission, Commission on Disabilities, Human Care Alliance, and the local Senior Network Agency to identify specialized transportation needs for Santa Cruz County. Lift Line as a program of Community Bridges works closely with local human service and transportation programs on local and regional coordinated plan projects, as required by Federal and State Transportation Agencies. These are included in both the RTP, which is updated every 3-5 years, and the AMBAG Monterey Bay Coordinated Human Services Transportation Plan. Projects/programs in the 2010 RTP within Projected Funds list include: continued non-ADA mandated paratransit services including medical service rides, Elderday adult day health care, senior meal sites, non-



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

Lift Line is a complimentary service to the ADA- mandated METRO ParaCruz service. In addition, Lift Line provides a more flexible specialized transportation service for ongoing identified unmet immediate service needs. Due to the diverse nature of our services, Lift Line is able to group riders in various service categories, which ultimately reduces the number of vehicles needed to perform rides and in turn cuts down on traffic and emissions. In the current fiscal year 2011/2012, Lift Line is continuing to optimize our service by scheduling rides in the most efficient manner and projecting to ultimately reduce the cost of each ride by grouping ride types for long distance, cross county rides. Further more, Lift Line provides residents with specialized transportation needs who do not qualify for ParaCruz rides because they live outside the service area (more than ¾ mile from fixed transit route) and don't have family or friends to assist them, their mobility device is too large, and/or they may need same day service. For people who are low-income or who face health/physical challenges, these services are paramount. Lift Lines goal is to continue to provide service in this manner, however, with the increase of fuel costs, even grouping rides is still projected to increase costs in our overall service. Lift Line has also applied for a Section 5317 grant for funds to support same day medical transportation service, as identified in the AMBAG unmet needs plan. Staff is also conducting an analysis of clients who currently are requesting same day transportation.

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

What is the total project cost? Total CTSA Transportation Budget = \$1,372,335 (TDA only = \$531,835)

Is project fully funded? YES

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

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

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

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

## 16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>Community Bridges Board Resolution</u> . (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the	

RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). April 2012 E&D TAC meeting	YES
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	N/A

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

**17. Improving Program Efficiency/Productivity**

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

Currently Community Bridges Lift Line is in UTU negotiations addressing ways to lower more economical issues impacting the operations of the budget. Routes continue to be assessed and re-structured to increase productivity by grouping rides so that the vehicles are serving at capacity as much as possible. The current cost per service unit has gone down this year due primarily from the increase in Lift Line providing more rides to residents both in and out of the METRO service area, which has impacted the shared costs of general operations. Subcontractors continued to be used however, the rates to assist with longer rides to and from North and South County are much higher than previous years, and in order to help cut these costs we are working with physicians and medical groups to work toward grouping their clients. We continue to work on state wide workers comp pool to reduce our premiums. Lift Line also maintained optimum fleet size for services provided. Taking into consideration the national, state and local government financial unbalance, as well as the international fuel issues, which has caused the cost of fuel to increase at a rate that is incredibly hard to forecast, we continue to receive phone calls from concerned residents about available transportation options. Our local residents call Lift Line on a daily basis to voice their concern, and our focus has been on helping these residents identify the most cost effective way for them to move around the County, as well as to Out-of-County medical appointments.

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

The County Health Service Department's programs such as, In Home Health Services and California Children Services, as well as local medical facilities, and the Senior Network Services are assisting their clients to help fill out the TDA Medical Transportation Application and fax them, with the required supporting documents, to our office daily. Lift Line staff have noticed these requests for service include low-income families of disabled children who are requiring the TDA Medical ride services and Out-of-County medical transport.

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

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

This year Community Bridges Lift Line/CTSA is requesting that the TDA funds assist with the same types of rides as last year, but is requesting to change the ratios. "Out of County" volunteer program would be decreased we have noted that since we began our Veterans transportation to the Seaside Outpatient Clinic the Veterans who were traveling to Palo Alto are now going on our scheduled route to Monterey County. Also, support once again for Homeless Service Center's Paul Lee Loft Shelter & Winter Shelter Program this is an Emergency-shelter service that is located on the HSC campus for (this is about 80 now) adults, 365 days per year currently 30% of the client transported are disabled and 7% are seniors who are 60 or over. Lift Line is asking for funds to offset the expenses incurred during these winter months additional shelter is provided at the National Guard Armory Lift Line's transportation service operating from the HSC campus, there is at least

one or two wheelchair-using participant transported both ways daily.

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

☒ CTSA: Specialized Transportation: Quarterly to E/D TAC, RTC: November 2011, January 2012, April 2012, July 2012 and year end report 11/12 (Months/Year)

**CTSA and Volunteer Center (Article 8) Only**

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

Yes. For our target population we provide transportation that is otherwise not available. Lift Line paratransit services are provided to seniors and people with disabilities that can't drive, are not able or eligible to use our METRO or METRO ParaCruz services (do not have the financial resources, have origins/destinations out side the service area, need same day service, or have wheelchairs that do not meet the size criteria). Also, the out of county TDA Medical ride services is used for residents who have no other resources, particularly due to financial restraints, to get to critical care treatment. The veterans we are currently providing paratransit services for are funded through the FTA Section 5317 New Freedom (NF) Grants Program. This grant has been extended from September '11 through December 31, 2012. Community Bridges has also applied for funds past this grant timeline since a demand for service for this specific population has continued to grow. We provided rides to the outpatient clinic in Seaside, these Veterans are 50% or more disabled and can not ride the currently available general public veterans bus service, due to the fact their need require special vehicle type and are not ready for public transport. Our transportation role is to help them get to severely needed resources helping them to rehabilitate and get them back to a place where they can once again use public transportation. Even though the funds for this service potentially could come to an end, Lift Line/CTSA will continue to seek other funding sources to support this service, which will now become an unmet need in the coordinated plan. Another identified unmet need is to provide same day medical transportation. Community Bridges has submitted a separate 5317 grant application asking for funding to permit Lift Line/CTSA the ability to afford two drivers and half time office support, to offer this same day service.

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

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

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

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

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

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

**SCMTD, CTSC, Volunteer Center & RTC Only**

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

**TDA Triennial Performance Audit Recommendations:**

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

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

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

(a) "Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243, and exclusive of all subsidies for commuter rail services operated under the jurisdiction of the Interstate Commerce Commission and of all direct costs for providing charter services, and exclusive of all vehicle lease costs.

(b) "Operating cost per passenger" means the operating cost divided by the total passengers.

(c) "Operating cost per vehicle service hour" means the operating cost divided by the vehicle service hours.

(d) "Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.

(e) "Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.

(f) "Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.

(g) "Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.

(h) "Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.

(i) "Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.

(j) "Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the assumption that 2,000 person-hours of work in one year constitute one employee. The count of employees shall also include those individuals employed by the operator which provide services to the agency of the operator responsible for the operation of the public transportation system even though not employed in that agency.

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

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

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

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

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

### **Documentation to Include with Your Claim:**

#### **All Claims**

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

#### **Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

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

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

#### Article 4 Transit Claims

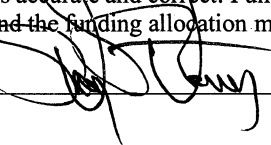
- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

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#### ***Local Agency Certification:***

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

Signature



Title:

CEO

Date:

March 29 '12

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**SAFETY COMPLIANCE REPORT/  
TERMINAL RECORD UPDATE**

CHP 343 (Rev. 6-10) OPI 062

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

TERMINAL NAME	TELEPHONE NUMBER (W / AREA CODE)
COMMUNITY BRIDGES	(831) 688-8840
TERMINAL STREET ADDRESS (NUMBER, STREET, CITY, ZIP CODE)	
240 FORD ST WATSONVILLE CA 95076	
MAILING ADDRESS (NUMBER, STREET, CITY, STATE, ZIP CODE) (IF DIFFERENT FROM ABOVE)	
236 SANTA CRUZ AVE APTOS CA 95003-4438	
INSPECTION LOCATION (NUMBER, STREET, CITY OR COUNTY)	

**LICENSE, FLEET AND TERMINAL INFORMATION**

HM LIC. NO.	HWT. REG. NO.	IMS LIC. NO.	TRUCKS AND TYPES	TRAILERS AND TYPES	BUSES BY TYPE	DRIVERS	BIT FLEET SIZE
					I- 4 II- 14	13	
EXP. DATE	EXP. DATE	EXP. DATE	REG. CT	HW VEH.	HW CONT.	PPB / CSAT	
						<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
CONSOLIDATED TERMINALS		FILE CODE NUMBER OF CONSOLIDATED TERMINALS AND DIVISION LOCATIONS BY NUMBER (Use Remarks for Additional FCNS)					
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							

**EMERGENCY CONTACTS (In Calling Order of Preference)**

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

**ESTIMATED CALIFORNIA MILEAGE FOR THIS TERMINAL LAST YEAR [ 2010 ]**

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

**OPERATING AUTHORITIES OR PERMITS**

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

INSPECTION FINDINGS		INSPECTION RATINGS: S = Satisfactory U = Unsatisfactory C = Conditional UR = Unrated N/A = Not Applicable									
REQUIREMENTS	VIOL	MAINTENANCE PROGRAM		DRIVER RECORDS		REG. EQUIPMENT		HAZARDOUS MATERIALS		TERMINAL	
MAINTENANCE PROGRAM		1 S 2 S 3 S 4 S		1 S 2 S 3 S 4 S		1 S 2 S 3 S 4 S		1 2 3 4		1 S 2 S 3 S 4 S	
DRIVER RECORDS		No. 6 Time 1.5		No. 13 Time 1.5		No. 6 Time 5.0		TIME		TOTAL TIME	
DRIVER HOURS		HAZARDOUS MATERIALS		CONTAINERS/TANKS		VEHICLES PLACED OUT-OF-SERVICE					
		<input checked="" type="checkbox"/> No H/M Transported <input type="checkbox"/> No H/M violations noted		No. Time		Vehicles Units					
BRAKES		REMARKS									
LAMPS & SIGNALS		Carrier was found to be in compliance and a terminal safety compliance rating of satisfactory has been assigned.									
CONNECTING DEVICES		The following documents were reviewed during this inspection.									
STEERING & SUSPENSION		1. Drivers time keeping records									
TIRES & WHEELS	1	2. Drivers DMV pull notice records									
EQUIPMENT REQUIREMENTS		3. Drivers daily vehicle inspection reports									
CONTAINERS & TANKS		4. Drivers proficiency records									
HAZARDOUS MATERIALS		5. Vehicle maintenance and repair records									
		6. DMV Motor carrier of property permit									
		Refer to ASPEN report number CA3BH0000903 through CA3BH0000908 for vehicle inspection information									

BIT	NON - BIT	FEES DUE	CHP 345	CHP 100D COL.	INSPECTION DATE(S)	TIME IN	TIME OUT
<input type="checkbox"/> I <input type="checkbox"/> R <input checked="" type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/>		11/16/2011		
INSPECTED BY (NAME(S))					ID NUMBER(S)	SUSPENSE DATE	
J. R. BARRIOS					A10027	<input type="checkbox"/> Auto <input checked="" type="checkbox"/> None	

**MOTOR CARRIER CERTIFICATION**

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

CURRENT TERMINAL RATING	CARRIER REPRESENTATIVE'S SIGNATURE	DATE
<b>SATISFACTORY</b>		11/16/2011
CARRIER REPRESENTATIVE'S PRINTED NAME	TITLE	DRIVER LICENSE NUMBER STATE
KIRK ANCE	DIRECTOR	





## TDA 142/13 CTSA Claim Santa Cruz County Service Area Map



**COMMUNITY BRIDGES - LIFT LINE / CTSA**  
**TDA 2012-13 BUDGET**

EXHIBIT A, Page 1 of 3

ACCOUNT TITLE	TDA 2012-13 BUDGET	Non-TDA 2012-13 BUDGET	CTSA 2012-13 BUDGET	TDA 2011-12 BUDGET	Non-TDA 2011-12 BUDGET	CTSA 2011-12 BUDGET
<b>PERSONNEL:</b>						
SALARIES & WAGES	174,331	298,128	472,458	174,331	310,456	484,786
FRINGE BENEFITS: UNEMPLOYMENT	2,353	3,080	5,433	2,615	3,520	6,135
WORKERS COMP	9,885	16,904	26,788	9,871	21,532	31,403
HEALTH INSUR.	61,419	95,686	157,105	55,786	102,177	157,963
FICA	13,336	22,807	36,143	12,552	24,907	37,459
401K PLAN	1,325	1,266	2,591	1,395	1,130	2,525
<b>TOTAL PERSONNEL COSTS:</b>	<b>262,648</b>	<b>437,870</b>	<b>700,518</b>	<b>256,549</b>	<b>463,722</b>	<b>720,271</b>
<b>SERVICES &amp; SUPPLIES:</b>						
<b>OPERATING:</b>						
VEHICLE OPERATIONS-GAS	43,946	77,479	121,425	24,461	95,170	119,631
VEHICLE LICENSES	542	1,848	2,390	531	1,824	2,355
VEHICLE MAINTENANCE	6,222	3,524	9,746	6,100	9,413	15,513
VEHICLE INSURANCE	23,166	35,530	58,696	22,712	35,126	57,838
COMMUNICATIONS-RADIO	5,676	2,278	7,954	5,565	5,421	10,986
<b>TOTAL VEH. OPERATING COSTS:</b>	<b>79,552</b>	<b>120,660</b>	<b>200,211</b>	<b>59,368</b>	<b>146,955</b>	<b>206,323</b>
<b>OTHER OPERATING &amp; ADMINISTRATION COSTS:</b>						
PROFESSIONAL SERVICES	888	1,079	1,967	870	3,136	4,006
JANITORIAL SERVICES	523	434	957	513	430	943
FUNDRAISING COMM RELATIONS	0	900	900	0	900	900
STAFF TRAVEL	184	0	184	184	0	184
MINOR EQUIPMENT	406	94	500	26	7	33
EQUIPMENT MAINT & REPAIR-MENTOR	18,319	4,224	22,543	22,210	0	22,210
OFFICE SUPPLIES	0	667	667	0	657	657
PROGRAM SUPPLIES	563	825	1,388	552	1,096	1,648
VEHICLE MAINT SUPPLIES	684	316	1,000	670	330	1,000
COMPUTER SUPPLIES/RELATED	184	66	250	181	645	826
POSTAGE	544	590	1,134	533	584	1,117
SPACE RENTAL	11,876	33,078	44,954	11,643	32,995	44,638
UTILITIES	2,595	1,629	4,224	2,544	1,618	4,162
SPACE MAINTENANCE	244	1,081	1,325	239	1,066	1,305
TELEPHONE	1,918	3,071	4,989	1,880	3,989	5,869
MISCELLANEOUS FEES	431	2,597	3,028	423	2,560	2,983
STAFF TRAINING	61	14	75	74	0	74
INSURANCE-GEN'L LIABILITY & FIDELITY	1,503	347	1,850	1,424	389	1,813
MEMBERSHIPS/SUBSCRIPTIONS	414	0	414	408	0	408
PRINTING & COPYING	53	1,776	1,829	52	1,750	1,802
ADVERTISING	0	250	250	0	250	250
SUBSIDIZED TAXI - ELDERDAY RIDES	16,264	15,064	31,328	16,264	15,064	31,328
SUBSIDIZED TAXI - MOW RIDES	1,642	379	2,021	6,021	0	6,021
SUBSIDIZED TAXI - LL RIDES	22,500	14,763	37,263	37,263	27,071	64,333
SUBSIDIZED TAXI - SCRIP	30,723	0	30,723	20,687	0	20,687
MSSP SERVICE EXPENSE	0	21,409	21,409	0	21,409	21,409
EQUIP/FINANCING-non 5310	0	3,661	3,661	0	14,233	14,233
TRANSF TO EQUIP RESERVE	0	0	0	0	0	0
TRANSF FROM EQUIP RESERVE	0	0	0	0	0	0
MAJOR EQUIPMENT 5310	0	68,500	68,500	0	11,003	11,003
AGENCY OVERHEAD	77,116	105,156	182,272	74,718	113,015	187,733
<b>TOTAL ADMINISTRATION COSTS:</b>	<b>189,635</b>	<b>281,970</b>	<b>471,605</b>	<b>199,379</b>	<b>254,197</b>	<b>453,575</b>
<b>TOTAL EXPENDITURES</b>	<b>531,835.00</b>	<b>840,500</b>	<b>1,372,335</b>	<b>515,295</b>	<b>864,874</b>	<b>1,380,169</b>
<b>TOTAL REVENUES</b>	<b>531,835.00</b>	<b>840,500</b>	<b>1,372,335</b>	<b>515,295</b>	<b>864,874</b>	<b>1,380,169</b>
<b>NET GAIN (LOSS)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>0</b>

ACCOUNT TITLE	TDA 2012-13 BUDGET	Non-TDA 2012-13 BUDGET	CTSA 2012-13 BUDGET	TDA 2011-12 BUDGET	Non-TDA 2011-12 BUDGET	CTSA 2011-12 BUDGET
<b>REVENUE:</b>						
TDA	531,835	0	531,835	515,295	0	515,295
CITY OF SANTA CRUZ		15,000	15,000		15,000	15,000
CITY OF CAPITOLA		0	0		44,800	44,800
CITY OF SCOTTS VALLEY		2,825	2,825		2,825	2,825
CITY OF WATSONVILLE		2,224	2,224		2,224	2,224
COUNTY OF SANTA CRUZ		8,521	8,521		8,521	8,521
AREA AGENCY ON AGING-TITLE IIIB		39,429	39,429		39,429	39,429
FTA SECTION 5310		68,500	68,500		9,741	9,741
FTA SECTION 5317		29,341	29,341		71,358	71,358
MONTEREY PENIN FDN		26,000	26,000		26,000	26,000
DOMINICAN HOSPITAL		228	228		228	228
MEDI-CAL (CCAH)		11,889	11,889		11,889	11,889
OUTSIDE CONTRACTS		97,551	97,551		97,551	97,551
OUTSIDE CONTRACTS- ISSP		46,150	46,150		46,150	46,150
OUTSIDE CONTRACT - ELDERDAY		393,042	393,042		393,042	393,042
SCRIP - CLIENT TAXI PMTS		6,863	6,863		6,863	6,863
SCRIP - MSSP		35,640	35,640		35,640	35,640
MOW INTER-PROGRAM CHARGES		30,000	30,000		30,000	30,000
INTEREST INCOME		0	0		0	0
FUNDRAISING		1,000	1,000		1,000	1,000
DONATIONS		8,174	8,174		7,422	7,422
PROGRAM INCOME - OTHER		0	0		0	0
VEHICLE INTER-PROGRAM		12,500	12,500		12,500	12,500
INTERPROG-OUTSIDE CONTRACTS		623	623		623	623
VEHICLE SALES		5,000	5,000		0	0
IN-KIND REVENUE-OOC VOLUNTEERS		0	0		2,068	2,068
BAD DEBT ALLOWANCE		0	0		0	0
<b>TOTAL REVENUES</b>	<b>531,835</b>	<b>840,500</b>	<b>1,372,335</b>	<b>515,295</b>	<b>864,874</b>	<b>1,380,169</b>

COMMUNITY BRIDGES - LIFT LINE / CTSA  
TDA 2012-13 BUDGET

EXHIBIT A, Page 3 of 3

<b>OPERATING FUND SOURCES</b>	<b>CTSA FINAL FY 10-11</b>	<b>CTSA BUDGET FY 11-12</b>	<b>CTSA BUDGET FY 12-13</b>
TDA	491,399	515,295	531,835
CITY OF SANTA CRUZ	17,454	15,000	15,000
CITY OF CAPITOLA	44,800	44,800	0
CITY OF SCOTTS VALLEY	2,820	2,825	2,825
CITY OF WATSONVILLE	2,617	2,224	2,224
COUNTY OF SANTA CRUZ	8,561	8,521	8,521
AREA AGENCY ON AGING-TITLE IIIB	39,450	39,429	39,429
FTA SECTION 5317	121,490	71,358	29,341
MONTEREY PENIN FDN	0	26,000	26,000
DOMINICAN HOSPITAL	1,191	228	228
MEDI-CAL (CCAH)	9,292	11,889	11,889
OUTSIDE CONTRACTS	102,407	97,551	97,551
OUTSIDE CONTRACT - ISSP	46,150	46,150	46,150
OUTSIDE CONTRACT - ELDERDAY	379,779	393,042	393,042
TAXI SCRIP SALES	7,240	6,863	6,863
MSSP SCRIP	34,413	35,640	35,640
MOW INTERPROGRAM CHGS.	25,624	30,000	30,000
INTEREST INCOME	0	0	0
FUNDRAISING	1,927	1,000	1,000
DONATIONS	8,116	7,422	8,174
VEHICLE INTERPROGRAM	6,257	12,500	12,500
INTRAPROG. OUTSIDE CONTRACTS	590	623	623
VEHICLE SALES	0	0	5,000
MISC INCOME	133		
IN-KIND REVENUE	8,634	2,068	0
<b>SUBTOTAL REVENUES</b>	<b>1,360,344</b>	<b>1,370,428</b>	<b>1,303,835</b>
SECTION 5310 - PASS THRU	4,928	9,741	68,500
<b>TOTAL REVENUES</b>	<b>1,365,272</b>	<b>1,380,169</b>	<b>1,372,335</b>

**EXHIBIT B**

3/21/12

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

<b>CAPITAL REVENUE</b>					
	<b>Projected 2011-2012</b>	<b>Projected 2012-2013</b>	<b>Projected 2013-2014</b>	<b>Projected 2014-2015</b>	<b>Projected 2015-2016</b>
Fund Balance	\$0	\$0	\$0	\$5,002	\$10,007
FTA Section 5310	\$9,741	\$68,500	\$0	\$0	\$260,278
Addition to Fund	\$1,262	\$0	\$13,500	\$5,000	\$25,000
Fund Interest	\$0	\$0	\$2	\$5	\$8
<b>Total</b>	<b>\$11,003</b>	<b>\$68,500</b>	<b>\$13,502</b>	<b>\$10,007</b>	<b>\$295,293</b>
<b>CAPITAL EXPENDITURES</b>					
	<b>2011-2012</b>	<b>2012-2013</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>2015-2016</b>
Equipment Purchase	\$11,003	\$68,500	\$8,500	\$0	\$294,000
Major Maintenance	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$11,003</b>	<b>\$68,500</b>	<b>\$8,500</b>	<b>\$0</b>	<b>\$294,000</b>
<b>Year-End Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,002</b>	<b>\$10,007</b>	<b>\$1,293</b>

**Notes:**

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

**EXHIBIT C-1  
Lift Line / CTSA  
12/13 OPERATING PLAN**

**1. Operating Plan**

The Lift Line program provides demand response, non-emergency health and medical transportation for low-income seniors and disabled residents of Santa Cruz County. Riders are not charged a fare for the service, although donations are accepted. Service is generally offered 5:30 AM to 10:30 PM, seven days a week (with the exception of published holidays). Service is focused on individuals that live outside the METRO ParaCruz service area, those that are unable to afford the METRO ParaCruz fare, those that do not meet the ADA complementary paratransit eligibility requirements, those needing same day service, and those that need a higher level of service than can be provided by METRO ParaCruz. Lift Line operates a fleet of 22 wheel-chair accessible vans, providing responsive specialized transportation to health and medical facilities for low-income seniors and disabled residents of Santa Cruz County. Transportation is provided to destinations such as doctor's offices, pharmacies, Elderday Adult Day Health Care, Senior Dining Centers, Dialysis Sites and various medical therapy appointments. As of September 2009 we also took in-house the coordination of the volunteer out-of-county transportation program that provides medical rides to Monterey, San Francisco, Alameda, Santa Mateo and Santa Clara Counties.

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

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

**Lift Line is seeking to both continue the TDA Medical Rides service and to ensure that this service reaches those with the most need. Lift Lines projected TDA Medical Rides for 11/12 was 5,568. At approximately 59% of the fiscal year, we have provided 3,660 rides. At this rate, we are projecting to reach 103% of our goal.** Since we are seeing an increase in demand we are asking to increase rides at this time. These rides include participants that have no other transportation options to and from the Cabrillo Stoke Center (now located on the Aptos Cabrillo College campus), Central Coast Alliance for Health Medi-Cal program, and The Multiple Sclerosis Quality of Life Project (MSQLP), as well as other low-income seniors and disabled residents with specialized medical transportation needs. Rides for this service would be available to all individuals with the greatest needs: participants outside the METRO service area, those who do not have the means to pay \$6.00 round trip METRO ParaCruz fee, those who do not meet or go beyond the ADA parameters and individuals who need door-to-door assistance. With the recent route cuts by the METRO, even though minimal, we have seen an increase in the demand for service Lift Line is planning to ensure service for this new broader request for medical ride services.

In the past, our eligibility process was to mail applications to all residents requesting Lift Line specialized transportations service, we still continue to do this. However, since the MORE outreach project, we have developed a broader collaboration and are now working with the County, medical facilities and human service agencies to assist some of the more hard-to-reach residents to complete TDA applications. The TDA application asks residents for proof of age, and/or disability and income; they return, to Lift Line, a completed and signed application with the appropriate

attachments as proof of qualification. At this point we determine if they meet the criteria for service then send them a letter of eligibility for rides or work directly with the social worker assisting clients and their families.

**Lift Line also coordinates with the local taxi companies to offer the very popular Taxi Scrip (TS) program. Lift Lines projected Taxi Scrip rides for 11/12 was 3,140. At this point in the fiscal year, we have provided 924. At this rate, we are projecting to only reach 50% of our goal.** This program serves as a safety net service for non-medical rides and rides needed outside the ADA-mandated METRO paratransit service areas. Individuals may purchase subsidized taxi scrip so that they can directly schedule taxi rides, and the majority of taxi vehicles are fully accessible for mobility devices. Currently all of residents that receive the Taxi Scrip at a discount are low income and below the federal 200% poverty level. Lift Line staff continue to update the TDA applications to reflect the new Federal Government poverty level guidelines. Area taxi service providers include: San Lorenzo Valley Taxi, Deluxe Taxi, Courtesy Cab, and Santa Cruz Yellow Cab. Lift Line provides ongoing monitoring and assessment of the program to ensure that eligibility criteria are met, safety criteria are met by subcontractors, and to ensure there is no abuse of this vital program. Our projections for the demand to increase for the Taxi Scrip did not materialize. As a result, we are reducing our ride request back to the 10/11 numbers. , The current average cost per trip continues to increase and the average cost per ride is now \$14 thereby diminishing the amount of rides that can be taken with the scrip. Currently clients can purchase three \$10.00 books, for a total of \$30.00 worth of scrip, for \$8.00 which would give them approximately one (1) or two (2) rides per book. There is currently a limit to purchase three books each quarter, per person. We would like to introduce the idea of increasing the amount of books they can purchase to four. Tracking the actual ride count and identifying who is using the scrip is virtually impossible. Lift Line would like to emulate the process currently being used by the Health Project Center for the Multipurpose Senior Services Program (MSSP). Lift Line is also working with staff to conduct a survey on other CTSA's and specialized transportation programs to see how it works in their areas an expect to come up with a workable solution.

**Lift Line began coordinating and provides "Out-of-County" medical transportation this fiscal year. Lift Lines projected "Out-of-County" rides for 11/12 was 1,018, at this point in the fiscal year, we have provided 886. At this rate we are projecting to reach 87% of our goal.**

This program is currently running as a volunteer program with four (4) drivers and one (1) transportation coordinator. Through Lift Line we have been providing trips to destinations such as the Veterans Administration Hospital in Palo Alto, Kaiser Hospital in San Jose, Cancer Clinic in San Francisco, and Stanford University Medical Center to name a just a few. Since this program has come under Lift Line, new service for specialized transportation for low-income families with children to the Stanford Children's Hospital, California Children's Services and Palo Alto Medical Clinic has been requested based on a collaborative presentation by the Division Director. Lift Line is able to provide low cost services due to the use of volunteer drivers and low overhead of this program. However, this program was not previously, but is now screening clients or drivers which have driven up costs for operations, as well as the extreme increase in current gas prices. We are currently tracking these rides through a Microsoft access data system and are looking into incorporating these clients into our Trapeze software. Through a Section 5310 Caltrans grant we have requested a new mapping system for Santa Clara County to better track our rides and performance. Funds to improve this program are needed to recruit new drivers and or hire a part time/on call driver as a back up driver. The cost of Out of County Medical rides were under projected for 11/12 and the 4th Quarter TDA report showed the cost was \$32.98 per passenger trip this is due to the fact the price of gas has gone up drastically and these are all long distance rides over Hwy 17. There have been times when there wasn't a volunteer available and a Lift Line driver

ointments normally have been scheduled with their physician for over a month and they are critical appointments.

**Lift Line staff will continue to work with the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in identifying and addressing unmet needs.** In addition, Lift Line continues to work with the E&D TAC in meeting the Unmet Transit and Paratransit Needs as well as the recommendations of the Paratransit Coordination Task Force. Through our CTSA Outreach questionnaire, that is sent out with every new application along with a return self addressed stamped envelope, and our annual client survey that is mailed out every April, we have been able to determine the overall consensus that a Mobility Management Center (MMC) would benefit not only seniors and disabled residents, but also general public transit users. It has already been determined by our Coordinated Regional Plan that a mobility management center would benefit our community. The Mobility Management Center will be a one-stop shop and provide transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. It would also serve the general public by responding to and influencing the demands of the market by undertaking actions and supportive strategies in collaboration with others to provide a full range of options for travel. The center would computerize, plan, develop, and operate travel options as well as provide a variety of training classes, to help residents address the increasing costs of individual travel. Transit coordination training would be beneficial to the community to help determine what specific characteristics of travel experiences are of the greatest importance; collect data regularly on those factors through a combination of customer surveys and independent evaluations; utilize information systems that can continuously track changes in performances at a level that allows meaningful change to occur and most effectively coordinate human service and transportation needs. As the CTSA, a goal of Lift Line is to coordinate the implementation of a MMC. Lift Line is moving forward by identifying funding sources for a 2012/13 implementation of this local area Mobility Management Center; it will be parallel in service coordination to the new Monterey Mobility Center. As of January 2011 Lift Line has move its operations office to a Watsonville location on the corner of Walker and Ford Street. The fleet of vehicles has a new CHP terminal station located at 240 Ford Street.

For those who don't qualify for METRO ParaCruz or Medi-Cal assistance, we will continue to help them complete the required paperwork to make it easier for them to use the current TDA programs that meet their specific needs. In our role as the Coordinated Transportation Service Agency, Lift Line will continue working with other transportation providers to ensure maximum efficiency and coordination.

**Lift Line will continue to focus its resources on transportation needs that are not being met by other paratransportation services, such as ADA-mandated METRO ParaCruz.** Through TDA funding, Lift Line will continue to serve those not eligible for METRO ParaCruz service, specifically low-income individuals who cannot afford the \$6.00 round-trip METRO ParaCruz co-pay, those that don't meet the ADA parameters, and those with origins/destinations outside of the METRO ParaCruz service area. Also, because Lift Line provides safety net services to those ineligible or unable to use other services, its goal is to provide flexible programs, scheduling, and dispatching that can respond to the changing needs of medical providers and their clients. Examples include same-day medical services and medical services on weekends.

**Lift Line continues to meet with the Meals on Wheels Program Director and site managers of the county's senior meal sites to review unmet transportation service needs. Lift Lines projected MOW rides for 11/12 was 15,257 of which 6,107 were funded by TDA funds. At this rate we are projecting to reach 95% of our goal.** After assessing this past year's average

daily attendance we can report a stable and consistent ridership for the Watsonville Senior Center dining site and a decrease in the ridership for the Highland Senior Dining Center. Lift Line has been using a large 24-passenger vehicle which eliminates the need for two vehicles and helps cut operational ride costs. Lift Line will continue to coordinate with the Meals on Wheels program to increase attendance at all of the senior dining centers.

**We are requesting to continue providing service to participants attending the Elderday Adult Day Health Center Program. Lift Line projected rides for 11/12 was 36,300 rides from all funding sources, 6,400 of which were funded by TDA funds. As of January 2012, we have provided 21,180 rides. At this rate we are projecting to reach 100% of our goal.**

This program is a Federally Qualified Health Center (FQHC) that provides day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia. Almost all of these participants use wheelchairs or walkers, and require vans with lifts. Generally, these clients are very frail, and need personal, door-to-door assistance, reflecting the specialized training that our Lift Line drivers receive. This level of client service is time consuming and labor intensive. The current status of funding is that ADHC is scheduled to become Community Based Adult Services (CBAS) on April 1<sup>st</sup> (though that is a soft date as initially it was supposed to occur March 1). In addition, once ADHC becomes CBAS the program will be a part of the 1115 waiver and will be overseen by the local Medi-cal managed care organization, Central CA Alliance for Health). The rates for now have remained the same but it's unclear what will happen once Elderday becomes a CBAS provider. The reason is that Medi-cal doesn't want to continue to pay the Prospective Payment System (PPS) for Federally Qualified Health Centers, which is what Salud is. The PPS rate is determined by the Federal Government based upon reconciliation of a previous cost report. At this time it is uncertain what will happen to our reimbursement rate. It may be cut by 65% or we may be able to negotiate a different rate with the Alliance. What I can say is that Elderday will continue regardless. The program is not going away and it will continue to grow. Lift Line is asking for less TDA funds to support these rides this year, until it is known how the change will affect our specialized transportation service.

**Lift Line/CTSA is also requesting TDA funds to match Lift Line costs to provide transportation for the Homeless Service Center's Paul Lee Loft Shelter & Winter Shelter Program.** This is an Emergency-shelter service that is located on the HSC campus for 46 adults, 365 days per year. The Winter Shelter staff has added a new tracking process to determine disability and age of their participants and we now know that there are 30% disabled and 7% senior riders. We are only asking for TDA funds to support these specific groups of participants. Lift Line is asking for funds to offset the expenses incurred during the winter months of November through April of each year when we will provide over 20,000 rides. This additional shelter is provided at the National Guard Armory Lift Line's transportation service operating from the HSC campus, there are one to three wheelchair-using participants transported both ways daily. The majority of these riders are disabled and/or seniors. This program needs transportation every day and every night including all holidays, during that time frame, for at least 145 days of the year. The shelter staff is looking for funds to provide this service through June in the future.

### **Equipment Purchase Match**

Lift Line/CTSA was awarded a 5310 grant last year to receive 8 new vehicles at \$564,000. The projects selected for funding under the Section 5310 program must be "derived from a locally developed, coordinated public transit-human services transportation plan" (Coordinated Plan) that was "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." (Circular, V-5). Community Bridges submitted the FTA Section 5310 Elderly & Disabled Specialized Transit grant application through the Santa Cruz County Regional Transportation Commission to Caltrans. Fortunately they have informed us there is no match dollars need to purchase these vehicles because the Federal Government is offering a Toll Credit of 11.47%.



OPERATION PLAN SERVICE OF UNITS  
EXHIBIT C - 2  
2012 / 2013

TABLE 1 - TDA PROPOSED SERVICE UNITS								
	TAXI SCRIP	OUT OF COUNTY MEDICAL <sup>(1)</sup>	MEDICAL TDA <sup>(2)</sup>	MEALS ON WHEELS <sup>(3)</sup>	ELDERDAY	WINTER SHELTER PROGRAM <sup>(4)</sup>	TOTAL UNITS	TOTAL
FUNDS ALLOCATED	\$50,277	\$21,035	\$305,239	\$82,895	\$63,757	\$8,632	23,324	\$531,835
OPERATING COST	\$14.63	\$25.71	\$32.55	\$7.37	\$10.77	\$2.05		
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director/Fleet Mgr, Admin. Asst, Info. Mgr, Rent, Liability Insur., Phone, Supplies, etc	\$5.84	\$10.26	\$9.12	\$2.07	\$3.02	\$0.41		
B. ADMINISTRATION 14.5% of total cost per unit.	\$3.47	\$6.10	\$7.07	\$1.60	\$2.34	\$0.42		
TOTAL COST PER SERVICE UNIT	\$23.94	\$42.07	\$48.74	\$11.04	\$16.13	\$2.88		
12/13 PROJECTED TDA UNITS OF SERVICE	2,100	500	6,263	7,508	3,953	3,000	23,324	\$0
Comparison Only 11/12 Projected TDA Units of Service	3,140	1,973	5,568	6,107	6,400	3,003	26,191	
EQUIPMENT PURCHASE MATCH								
TOTAL TDA CLAIM REQUEST								\$531,835

**Note 1)** The cost of Out of County Medical rides were under projected for 11/12 and the 4th Quarter TDA report showed the cost was \$32.98 per passenger trip this is due to the fact the price of gas has gone up drastically and these are all long distance rides over Hwy 17, and there have been times when there wasn't a volunteer available and a Lift Line driver took clients to the medical appointments.

**Note 2)** The overall costs are up due to the higher gas cost as well as vehicle insurance.

**Note 3)** The cost for MOW rides has show a decrease since last year because ridership is up. We added more rides for MOW since funding for rides as cut completely from the City of Capitola and decreased in all other MOW funding sources. **The funds cut of \$47,903 equals a loss of over 4000 rides.**

**Note 4)** The winter shelter program has a sign in sheet that asks for their age and disability 30% disabled and 7% are seniors.

OPERATION PLAN SERVICE OF UNITS  
EXHIBIT C - 2  
2012 / 2013

NON-TDA SUPPORTED

**TABLE 2 - OTHER CTSA SERVICE UNITS**

	Vets/Dialysis Section 5317	Meals on Wheels	Elderday Services	MSSP	Outside Contracts <sup>(6)</sup>	WINTER SHELTER PROGRAM	Total Units	Total
Funds Allocated	\$29,341	\$67,999	\$393,042	\$35,640	\$97,551	\$46,150		\$669,723
Revenue per Service Unit	\$49.52	\$11.04	\$16.13	\$16.99	\$11.04	\$2.88		
12/13 Projection Units of Service	593	6,159	24,369	2,098	8,835	16,040	58,094	
Other Income								\$ 101,525
Total Operating Income								\$771,248
FTA Section 5310								68,500
TDA Claim								531,835
<b>Grand Total</b>								<b>\$1,371,585</b>

**Note 5)** San Andreas Regional Center (SARC) and other outside contracts include higher capacity trips (group rides) which create larger productivity.

ROLLUP OF ALL RIDES

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

	Vets/Dialysis Section 5317	Taxi Scrip	Out Of County	Medical TDA	Meals on Wheels	MSSP Taxi Scrip	Elderday	Winter Shelter Program	Contract Services	Total Units
2012-2013 Ride Projections	593	2,100	500	6,263	13,667	2,098	28,322	19,040	8,835	81,418

## Exhibit D

### Schedule of Payments FY: 2012-2013 TDA Claim CTSA

July 15, 2012	\$ 186,142
October 15, 2012	\$ 115,231
January 15, 2013	\$ 115,231
April 15, 2013	\$ 115,231
<b>Total</b>	<b>\$ 531,835</b>

**EXHIBIT E**  
**Lift Line / CTSA**  
**12/13 Statement of Role and Responsibility**

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

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

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

AGENDA: May 3, 2012

TO: Santa Cruz County Regional Transportation Commission

FROM: Karena Pushnik, Senior Transportation Planner

**RE: FY 2012-13 Transportation Development Act Funds for the Volunteer Center**

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#### **RECOMMENDATION**

The Elderly & Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission by resolution ([Attachment 1](#)) a \$63,314 FY 2012-13 Transportation Development Act (TDA) Article 8 fund claim from the City of Santa Cruz on behalf of the Volunteer Center to administer the volunteer driver transportation program primarily serving seniors.

*[This is a roll call vote by local jurisdiction representatives.]*

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#### **BACKGROUND**

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's share of the ¼ cent sales tax according to established formulas in the Commission's Rules and Regulations and Regulations and consistent with Public Utilities Code Section 994400(c) pertaining to special transportation assistance claims.

At the Regional Transportation Commission's (RTC) March meeting, the FY 2012-13 apportionments for the Volunteer Center, Community Bridges and the Santa Cruz Metropolitan Transit District. The City of Santa Cruz, as a local jurisdiction, has agreed to act as the claimant for both the Volunteer Center and Community Bridges, as it has historically. On April 24, 2012 the City approved their role as claimant.

#### **DISCUSSION**

At its April 10 meeting, the RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed the Volunteer Center's FY 2012-13 TDA Claim Form, budget, and operating plan including service units ([Attachment 2](#)). The Volunteer Center's Transportation Program goal is to provide 4,600 one-way trips to eligible clients over FY 2012-13. The Volunteer Center prioritizes trips based on type and income. Because this program uses volunteer drivers, it is a highly cost effective method of providing rides to many in the county who are ineligible for ParaCruz services.

Volunteer Center staff will be available to provide a brief presentation and answer questions about their TDA claim at the meeting.

**The E&D TAC and staff recommend that the Regional Transportation Commission approve the FY 2012-13 TDA claim from City of Santa Cruz on behalf of the Volunteer Center in the amount of \$63,314.**

### **SUMMARY**

The E/D TAC and staff recommend that the Regional Transportation Commission approve the FY 2012-13 City of Santa Cruz TDA claim on behalf of the Volunteer Center.

### *Attachments:*

1. Resolution authorizing FY 2012-13 TDA Funds for the City of Santa Cruz on behalf of the Volunteer Center
2. Volunteer Center TDA Claim and operation/budget pages

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 3, 2012  
on the motion of Commissioner  
duly seconded by Commissioner

**A RESOLUTION APPROVING THE PROPOSED FY 2012-13 ARTICLE 8(c) CLAIM  
FROM THE CITY OF SANTA CRUZ ON BEHALF OF THE VOLUNTREER CENTER**

WHEREAS the Transportation Development Act (TDA) of 1971 provides that the applicant may file an Article 8(c) claim for monies from the Local Transportation Fund; and

WHEREAS the Regional Transportation Commission (RTC) has identified a process for TDA claims in their Rules and Regulations; and

WHEREAS the Regional Transportation Commission, in adopting its FY 2012-13 TDA budget, has apportioned \$63,314 to be used by the Volunteer Center for administering the volunteer transportation program; and

WHEREAS the Elderly & Disabled Transportation Advisory Committee, at its April 10, 2012 meeting, recommended that the Regional Transportation Commission approve this claim; and

WHEREAS the City of Santa Cruz is eligible to claim Article 8(c) funds and approved their role as claimant for Volunteer Center on April 24;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The claim submitted in the amount of \$63,314 fulfills the requirements as specified in the Transportation Development Act and the Rules and Regulation of the RTC and is consistent with the Regional Transportation Plan, as follows:
  - a. The claim includes a proposed budget for the 2012-13 fiscal year;
  - b. The claim includes a statement of projected or estimated revenues and expenditures for the prior fiscal year;
  - c. The claim will fund specialized transportation services respond to transportation needs not otherwise being met within the community; and
  - c. The proposed expenditure of the funds is consistent with the most current Regional Transportation Plan.

2. The City of Santa Cruz will act as a claimant on behalf of the Volunteer Center, for Article 8(c) claims for specialized transportation programs. A claim is hereby approved in the amount of \$63,314 consisting of one payment in July of 2012.
3. The Executive Director is authorized to modify the payment amounts should the RTC amend the FY 2012-13 Transportation Development Act apportionments in the RTC's FY 12-13 budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Kirby Nicol, Chair

ATTEST:

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George Dondero, Secretary

Distribution: City of Santa Cruz  
Volunteer Center  
Transportation-Fiscal  
Staff TDA File

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***VOLUNTEER CENTER OF SANTA CRUZ COUNTY***  
1740 17<sup>th</sup> Ave. Santa Cruz, CA 95062, 427-5070, FAX 423-6267

**PROGRAM DESCRIPTION/SCOPE OF WORK**  
**VOLUNTEER CENTER'S TRANSPORTATION PROGRAM**  
Fiscal Year 2012-13

**A. TARGET POPULATION**

The Volunteer Center's Transportation Program is a volunteer program providing rides and serves to people whom, through age, physical limitations or geographic location, are unable to use other public or private transportation resources. Volunteer drivers using their own vehicles provide rides. Our program is limited to ambulatory persons. Our service area is all of Santa Cruz County.

**B. SERVICE GOALS**

Our goal is to provide 4,600 one-way trips to eligible clients. Clients will be limited to a maximum of two rides per week. Our priority for filling requests is as follows:

- 1st Priority - Medical trips for low-income persons
- 2nd Priority - Medical trips for other persons
- 3rd Priority - Shopping for low-income persons
- 4th Priority - Shopping for other persons
- 5th Priority - Other eligible destinations

These trips will be targeted for geographic distribution as follows:

	<u>Rides</u>	<u>% of Rides</u>	<u>Client</u>
Santa Cruz/Mid-County/Aptos/Capitola	2600	56%	90
San Lorenzo/Scotts Valley	1000	22%	60
Watsonville/ Freedom	1000	22%	45

These figures are based on population data derived from the latest census and available transit services for each area of operations. In considering geographic distribution of services, our goal is to provide extra support in those areas which are outside the boundaries of Lifeline services, or which receive limited Lifeline service and have limited public transit services.

**C. PROGRAM ACTIVITIES**

1. The Volunteer Center will maintain volunteer dispatchers Monday- Thursday 10:00 a.m. to 2:00 p.m. in Santa Cruz, and from 10:00 a.m. to 1:00 p.m. in the Watsonville and Valley centers.
2. When possible, the Volunteer Center will refer those callers whose requests cannot be accommodated through our program to other transportation programs.
3. The Volunteer Center will continue its intensive campaign to recruit new drivers and dispatchers for all three offices.

4. Volunteer Center staff will attend all meetings of the Elderly and Disabled Transportation Advisory Committee of the Santa Cruz County Regional Transportation Commission.

#### D. QUARTERLY REPORTS

Volunteer Center of Santa Cruz Transportation Program TDA Funding Quarterly Reports and Final Activities Report are due to the Transportation Commission and the City of Santa Cruz according to this schedule:

Prior Year Annual Report:	September 3, 2012
Quarterly Activities Report 1:	October 29, 2012
Quarterly Activities Report 2:	February 4, 2013
Quarterly Activities Report 3:	April 29, 2013
Quarterly Activities Report 4:	July 29, 2013

The reports will contain the following information for each center and total:

1. Number of rides provided
2. Trip destinations
3. Mileage claimed
4. Estimated mileage donated
5. Estimated total mileage
6. Average length of trip
7. Number of unduplicated passengers
8. Number of requests for service
9. Number of turndowns
10. Reason for turndowns
11. Number of active volunteers
12. Geographic distribution of clients

#### E. INSURANCE

Comprehensive auto and general liability insurance over and above that held by the driver will be maintained by the Volunteer Center in the amount of \$1,000,000 per occurrence.

#### F. CLAIMS

One claim will be submitted for advance payment for the year:

Annual Advance - July, 2012	\$63,314
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Program Name: Volunteer Center of Santa Cruz Transportation Budget 201.

Acct No.	Accounts, Sub Account(s)	FY 12-13 Budget
4007	Public Support      Donations      Unrestricted Donations	\$ 6,357
4295	Grants and Contracts      Transportation Commission	\$ 63,314
Total Program Revenues		<b>\$ 69,671</b>

## EXPENSES

		FY 12-13 Budget
5001	Salaries and Wages      Hourly Wages	\$ 34,158
5012	Benefits      Medical/Dental Insurance	\$ 5,000
5025	Benefits      Workers Compensation	\$ 488
5016	Payroll Taxes      Social Security/Medicare	\$ 2,613
5018	Payroll Taxes      State UI Taxes	\$ 409
6012	Auditing Expense	\$ 1,000
6040	Insurance, General	\$ 686
6042	Insurance, Volunteer	\$ 1,020
6050	Postage Expense	\$ 250
6059	Printing	\$ 250
6060	Rent	\$ 750
6061	Rent, Watsonville	\$ 4,320
6088	Supplies, Program      Program Supplies	\$ 250
6098	Mileage, Volunteers	\$ 6,911
6100	Telephone	\$ 1,800
6160	Admin Fees	\$ 9,766
Total Program Revenues		<b>\$ 69,671</b>

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

*Submit a separate form for each project.*

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

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

## **Project Information**

1. Project Title: Transportation Program
2. Implementing Agency: Volunteer Center of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA \$ 63,314  
STA (transit only) \$ \_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY 2012 / 2013
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:  
☐ Article 8 Bicycle and/or Pedestrian Facility      ☒ Article 8 Specialized Transportation  
☐ Article 4 Public Transportation      ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
Name: Debra Brooks  
Telephone Number: 831-427-5070      E-mail: rsvpvol@scvolunteercenter.org  
Secondary Contact (in event primary not available) : Lois Connell  
Telephone Number: 831-427-5070      E-mail: Lois@scvolunteercenter.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. See attached scope of work
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): All of Santa Cruz County
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
We know from needs assessments that low or free transportation to elderly and disabled persons out side of the fixed route are in desperate need. The Volunteer Centers Transportation Program is a vital link in providing this service. Volunteer drivers provide the service free of charge to clients through out the county.
11. Project Productivity Goals for this fiscal year:
  - a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): The number of rides provided and the number of clients served will measure performance. This will be evaluated through ride reports compiled on each ride that details client, date and time of ride, destination of ride and driver providing ride. These records are entered into a computerized data file.
  - b. Number of people to be served/anticipated number of users of project/program (ex. number of

new or maintained bike miles; number of people served/rides provided): Our goal is to provide 4,600 one-way trips to eligible clients. Clients will be limited to a maximum of two rides per week. Our priority for filling requests is as follows:

- |              |   |                                      |
|--------------|---|--------------------------------------|
| 1st Priority | - | Medical trips for low-income persons |
| 2nd Priority | - | Medical trips for other persons      |
| 3rd Priority | - | Shopping for low-income persons      |
| 4th Priority | - | Shopping for other persons           |
| 5th Priority | - | Other eligible destinations          |

These trips will be targeted for geographic distribution as follows:

	Rides	% of Rides	#Clients
Santa Cruz/Mid-County/Aptos/Capitola	2600	56%	90
San Lorenzo/Scotts Valley	1000	22%	65
Watsonville/ Freedom	1,000	22%	45

These figures are based on population data derived from the latest census and available transit services for each area of operations. In considering geographic distribution of services, our goal is to provide extra support in those areas which are outside the boundaries of Lifeline services, or which receive limited Lifeline service and have limited public transit services.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? The Volunteer Center's of Santa Cruz have been receiving TDA funds for over 35 years and was been a member of the Elderly & Disabled Transportation Advisory Committee. The program is listed in the Specialized Transportation Guide and is included in the March 12, 2008 draft Coordinated Public Transit-Human Services Transportation Plan providing all services listed in the plan.
13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): This project will have little or no impact on other modes of travel.
14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match.*

What is the total project cost? \$69,671

Is project fully funded? Yes

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)? Funds are used for personnel Cost, Audit fees, Supplies, Telephone, Occupancy, Printing, Postage, Volunteer mileage, Administration.

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

a. Bike/Ped: ☐ Up to 90% upon initiation of work OR ☐ 100% upon project completion

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

c. Volunteer Center: X ☐ Full approved claim amount in the first quarter

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>work plans and budget</u> (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	NA
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	NA

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

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
  
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

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

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

- ☐ SCMD – April each year
- ☐ Specialized Transportation: Quarterly to E/D TAC, RTC \_\_\_\_\_ (Months/Year)
- ☐ CTSA: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)
- ☐ B2W: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)

**CTSA and Volunteer Center (Article 8) Only**

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe. The Volunteer Center's Transportation Program is a volunteer program providing rides and serves to people who, through age, physical limitations or geographic location, are unable to use other public or private transportation resources. Our goal is to provide extra support in those areas which are outside the boundaries of Liftline

services, or which receive limited Lifeline service and have limited public transit services. The service is provided free of charge to clients. There are no other providers of this service in the community

21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe. When possible, the Volunteer Center will refer those callers whose requests cannot be accommodated through our program to other transportation programs.
22. Provide performance information, as pertinent, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246) The program has no owned service vehicles or employee drivers. Volunteer driver use private vehicles. It is estimated that each one-way trip is 9.5 miles, with approximately 4600 one-way rides provided in the last fiscal year. This is about 43,7000 projected service miles per year. Each one-way ride is an average of 1-hour average or a total of 4600 service hours. Volunteers have the option of being paid mileage at a cost of \$.31/ mile, although not all accept payment. Based on the FY 2011-12 TDA allocation of \$61,345 and the service estimates provided by volunteer drivers, the cost per one-way passenger ride and a cost per vehicle service hour of about \$13.33, and a cost per service mile of \$1.40.

Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours. (99246) \ The Transportation Program works in conjunction with the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee/Social Service Transportation Advisory Council to help assure that transportation needs for the elderly and disabled are represented. We know from needs assessments that low or free transportation to elderly and disabled persons out side of the fixed routes or those unable to use fixed routes are in desperate need. Many of our clients live in rural areas, have little or no family to assist and are living on fixed incomes. The Volunteer Centers Transportation Program providing transportation to doctor's appointment, grocery shopping and other necessary appointment. Volunteer drivers provide the service free of charge to clients through out the county

**SCMTD, CTSC, Volunteer Center & RTC Only**

23. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.
  - Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
  - For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
  - Describe any problems encountered in implementing individual recommendations.
- A. The SCCRTC should work closely with the Santa Cruz Metro, Community Bridges, and the Volunteer Center to develop an SRTP update, including the following plan elements: financially sustainable public transportation levels; vehicle replacement needs for each agency; and countywide performance goals objectives and measurable standards. The SCCRTC's involvement in the SRTP effort could include coordination, technical assistance, and partial funding.
  - The Volunteer Center is interested in working with the entities to develop an updated SRTP. To date, work on this document has not yet started due to the lack of funding to undertake a comprehensive long-range plan. The Volunteer Center will undertake long range planning efforts as part of the Regional Transportation Plan update underway by the SCCRTC. Volunteer Center will participate in long range planning efforts as part of the Regional Transportation Plan update underway by the SCCRTC. A Caltrans Planning Grant is being sought to fund the planning effort.

B. The SCCRTC should require that the sub-recipients of TDA Article 8 funds report the pertinent performance measures identified in PUC Section 99246(d) at least annually to the City of Santa Cruz and to the SCCRTC. Those performance measures should be evaluated in ensuing triennial performance audits.

- The SCCRTC has evaluated the performance measures by the Volunteer Center as included in item #22 above.

**SCMTD Only**

24. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

<b>Funds</b>	<b>Urbanized Service</b>	<b>Rural/Non-Urban Service</b> <i>(Could use FTA 5311 application)</i>
Fare Revenue:	\$	\$
Local Support Revenues:	\$	\$
Operation costs:	\$	\$
Ratio Fare Rev ÷ Op Cost: (minimum required=15%)	____%	____%
Cost per ride being subsidized for different services/funds	\$	\$

*Note: Exemptions for calculating operating costs – spell out in your operating budget summary.*

- *Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.*
- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator's prior year costs as adjusted by the CPI are excluded from operating cost.*

25. Current fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public).

- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 56.9%
- FY1978-79 Ratio: \_\_\_\_\_

26. Did the SCMTD operating budget increase over 15% from the prior fiscal year?

*If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).*

27. Operating statistics (compare current fiscal year to date to last three full fiscal years; \*TDA required performance indicators), submit items from the following list.

- Annual passengers
  - Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride
- Annual service hours



- *Passengers per vehicle service hour\**
- *Annual service miles*
- *# of fixed-route miles*
- *Service Area – square miles*
- *Service Area Population*
- *Passengers per vehicle service mile\**
- *Average passengers per weekday*
- *Total operating costs in budget*
- *Operating cost per vehicle service hour\**
- *Total operating cost per passenger\**
- *Average Farebox Revenue per passenger (describe what is included)*
- *# of FTE employees (all employees, not just drivers)*
- *Vehicle Service hours/Employee\**
- *# of routes*
- *Average route length*
- *Average travel times/rider*
- *# of bus stops*
- *# of vehicles in operation*
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time:*
- *Hours of service:*
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

**Documentation to Include with Your Claim:**

**All Claims**

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

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

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

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

**Article 4 Transit Claims**

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

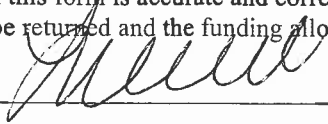
☐ Other Certifications

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**Local Agency Certification:**

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

Signature



Title:

Associate Planner

Date:

3/28/2012

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**AGENDA:** May 3, 2012

**TO:** Regional Transportation Commission (RTC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** 2012 Regional Transportation Improvement Program (RTIP) Amendments

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## **RECOMMENDATION**

Staff recommends that the Regional Transportation Commission:

1. Adopt a resolution ([Attachment 1](#)) amending the 2012 Regional Transportation Improvement Program (RTIP) to reflect the 2012 State Transportation Improvement Program (STIP), as approved by the California Transportation Commission (CTC), and to reflect updates to other RTC-funded projects, as requested by project sponsors.
- 

## **BACKGROUND**

The Santa Cruz County 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. The *Regional Transportation Improvement Program (RTIP)* for Santa Cruz County is a list of transportation projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Following a public hearing at its December 1, 2012 meeting, the Regional Transportation Commission (RTC) adopted the *2012 Regional Transportation Improvement Program (RTIP)*, selecting projects to receive \$8,939,000 of the region's projected share of State Transportation Improvement Program (STIP) funds through FY16/17 and amending information for some previously programmed projects. Projects selected by the RTC for STIP funds were then forwarded to the California Transportation Commission (CTC), which makes the final determination on which projects are programmed to receive STIP funds, what year they are programmed, and when to release (allocate) funds to individual projects.

## **DISCUSSION**

As previously reported, the CTC adopted the 2012 State Transportation Improvement Program (STIP) on March 29, 2012. The CTC included all eight of the projects proposed by the RTC in the STIP, with relatively minor changes in the years funds were programmed. Because the CTC was not able to accommodate all of the projects in the years originally programmed by the RTC in the 2012 RTIP must now be amended to reflect the CTC actions. Therefore, **staff recommends that the RTC**

**adopt a resolution (Attachment 1) amending the 2012 Regional Transportation Improvement Program (RTIP) to reflect the CTC's actions on STIP-funded projects.**

Project sponsors have also submitted updates on several additional projects that were previously approved for funding by the RTC. **Staff recommends that the RTIP and RTC Budget and Work Program (where appropriate) also be updated to reflect those changes.** A summary of all the proposed amendments is provided in Attachment 2 (Exhibit A of the Resolution).

#### Next Steps

RTC staff will work with the Association of Monterey Bay Area Governments to incorporate federally-funded and regionally significant projects into the Metropolitan Transportation Improvement Program (MTIP).

#### **SUMMARY**

On December 1, 2012, the RTC adopted the 2012 Regional Transportation Improvement Program (RTIP), which included its proposal for Santa Cruz County's share of State Transportation Improvement Program (STIP) funds to the California Transportation Commission (CTC). On March 29, 2012 the CTC adopted the 2012 STIP, including \$8.9 million in new funding for projects approved by the RTC. Due to funding constraints in the first 3 years of the STIP, the CTC programmed some project in later years that originally proposed by the RTC. Staff recommends that the RTC amend the 2012 RTIP to reflect the CTC actions, as well as updates to other previously programmed projects.

Attachments:        1. Resolution  
                             2. RTIP amendments

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation  
Commission  
on the date of May 3, 2012  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AMENDING THE  
2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SANTA CRUZ COUNTY

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) adopted the 2012 Regional Transportation Improvement Program on December 1, 2011 consistent with the Santa Cruz County Regional Transportation Plan (RTP), state law (including SB 45) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors and Caltrans District 5;

WHEREAS, the RTC is responsible for programming and monitoring use of various state and federal transportation funding sources;

WHEREAS, the RTC is responsible for amending the Regional Transportation Improvement Program (RTIP) to reflect accurate project scope, schedule and cost; and

WHEREAS, RTC policy requires local project sponsors to obtain SCCRTC concurrence in amendment or other requests for proposed changes to their RTC-funded projects,

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The 2012 Regional Transportation Improvement Program for Santa Cruz County is hereby amended to reflect the most current scope, funding, and schedule information to previously programmed projects as shown in Exhibit A.
2. The RTC Budget and Work Program are hereby amended to reflect changes to projects and funds listed in the RTC budget.
3. The California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) are requested to reflect these amendments in the State

Transportation Improvement Program (STIP) and Federal  
Transportation Improvement Program (FTIP), respectively.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Kirby Nicol, Chair

ATTEST:

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George Dondero, Secretary

Distribution: AMBAG, Project Sponsors, RTIP files

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**Exhibit A**  
**2012 Regional Transportation Improvement Program (RTIP)**  
**Amendments to Existing Projects**  
**May 3, 2012**

<b>Project #</b>	<b>Project</b>	<b>Proposed Amendment</b>
RTC 03	Santa Cruz Branch Rail Line Acquisition, Corridor Preservation and Improvements	Exchange previously programmed \$450,000 federal RSTP funds for state exchange RSTPX.
RTC 24F	Hwy 1 Soquel-41st Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge	Shift Design (PS&E) and Right-of-Way (ROW) funds from FY13/14 to FY14/15 and FY15/16 to match CTC adopted 2012 STIP
RTC 24	Hwy 1 HOV Lanes - Tiered Environmental Document	Exchange previously programmed \$370,000 RSTP being used for Soq-41st Tier 2 environmental document for state exchange RSTPX
RTC 27	Monterey Bay Sanctuary Scenic Trail Network	Shift STIP Construction funds to FY14/15 to match CTC adopted 2012 STIP
SC 07	Broadway Brommer Bike/Ped Path (Arana Gulch Multiuse Path)	Shift STIP Construction from FY12/13 to FY13/14, pending CTC approval June 2012
SC 25	Hwy 1/9 Intersection Modifications	Shift STIP Construction funds from FY13/14 to FY15/16 to match CTC adopted 2012 STIP.
WAT 38	Airport Blvd at Freedom Blvd Modifications	Shift STIP funds from FY13/14 to FY14/15 to match CTC adopted 2012 STIP.



**Santa Cruz County Regional  
Transportation Commission  
Service Authority for Freeway Emergencies**

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**AGENDA**

**Thursday, May 3, 2012**

**Immediately following the completion of the regular RTC meeting**

**NOTE LOCATION THIS MONTH  
City of Capitola  
420 Capitola Ave  
Capitola CA 95010**

**1. Oral communications**

*Any member of the public may address the SCCRTC Service Authority for Freeway Emergencies (SAFE) for a period not to exceed three minutes on any item within the jurisdiction of the SCCRTC SAFE that is not already on the agenda. The SCCRTC SAFE will listen to all communication, but in compliance with the State Law, will not take action on items that are not on the agenda.*

*Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.*

**2. 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 SCCRTC SAFE or public wishes an item be removed and discussed on the regular agenda. Members of the SCCRTC SAFE 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 SCCRTC SAFE member objects to the change.*

**3. Accept draft minutes of the March 7, 2012 Joint Meeting of Santa Cruz County Traffic Operations Systems Oversight Committee and Safe on 17 Task Force**



**REGULAR AGENDA**

4. Safe on 17 Safety Corridor Project – 2011 Annual Report  
(*Ginger Dykaar, Transportation Planner*)
  - a. Staff report
  - b. Safe on 17 Highway 17 Safety Corridor Project *2011 Annual Report*
5. Adjourn



JOINT MEETING OF  
SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT COMMITTEE  
AND  
SAFE ON 17 TASK FORCE  
**DRAFT MINUTES**  
Wednesday, March 7, 2012  
10:00-12:30

**San Jose California Highway Patrol  
2020 Junction Ave.  
San Jose, CA 95131**

**TOS Oversight Committee and Safe on 17 Task Force Meeting Participants**

Brenda Brenner, AMR Santa Cruz  
Ramin Bolourchian, Caltrans District 4 TMC  
Matt Olson, Santa Cruz CHP  
Susana Cruz, Caltrans District 5 Public Affairs (teleconference)  
Russell Ellingworth, Caltrans District 5 Maintenance  
Shawn Enjily, Caltrans District 4 Design  
Sarah Jackson, Santa Cruz CHP  
Gary Richards, Mercury News  
Nicole Stewart, CHP Monterey Dispatch  
Megan Doyle, Representing Santa Clara County Supervisor Ken Yeager  
Marshall Ballard, Valley Transit Authority  
Siobhan Saunders, Caltrans District 5 Construction  
Tom Barnett, Caltrans District 5 Maintenance  
Lt. Bishop, San Jose CHP  
Joanna Fox, Metropolitan Transportation Commission  
Doug Hessing, Caltrans District 5  
Mark Ballentine, Caltrans District 5, Traffic Safety  
Dario Senor, Caltrans District 5, Traffic Safety  
Luis Mendez, Santa Cruz County Regional Transportation Commission  
Ginger Dykaar, Santa Cruz County Regional Transportation Commission

1. **Introductions** – Introductions were made
2. **Additions or Deletions to the Agenda** – none.
3. **Reviewed and Accepted Minutes of the September 14, 2011 Joint TOS Oversight Committee and Safe on 17 Meeting**
4. **Received Information Items**



Ginger Dykaar presented the following items.

Safe on 17 Extra Enforcement Agreement – Both the Santa Cruz County Regional Transportation Commission (RTC) Service Authority for Freeway Emergencies (SAFE) and the Metropolitan Transportation Commission (MTC) SAFE have approved the continuation of funds for the extra enforcement on Hwy 17 for the next three years (July 2012 – June 2015). MTC SAFE will fund CHP extra enforcement on the Santa Clara side of Hwy 17 at \$50,000/year and RTC SAFE will fund CHP extra enforcement on the Santa Cruz County side of Hwy 17 at \$50,000/year.

Nomination of Safe on 17 for CTF Transportation Award – RTC staff nominated the Safe on 17 Task Force for the CTF Transportation Award (aka Tranny Award). The deadline for the application was March 1, 2012. Thank you to all who reviewed or provided supporting materials for the application.

SAFE Legislation – RTC staff are looking for a sponsor to introduce a bill to authorize the RTC to increase the SAFE fee on all vehicles registered in Santa Cruz County from \$1 to \$2. There is insufficient funding to maintain the existing safety programs and to address increasing demand for motorist aid programs.

FSP Program Update – RTC needs to secure additional funds in order to continue FSP service on Highway 1 at the current level of service. Funds may be available through March 2013 from the Hwy 1 Auxiliary Lane project as FSP service is a traffic management measure for the project.

Monterey Bay Area 511 Planning Study Update – The Feasibility Study for a 511 Traveler Information System has been completed. The findings are that there is a need for 511 in our area and that a partnership model is the most suitable cost effective way to deliver 511 services for the Monterey Bay region.

## **5. Received Update on California Highway Patrol Safe on 17 Program Statistics and Public Information Efforts**

Lt. Bishop stated that the collision statistics for the San Jose side of Hwy 17 for 2011 showed no fatalities. The dry winter helped keep the number of collisions down compared to typical years. There was an increase in property damage only (PDO) collisions during the summer.

Officer Jackson stated that the collision statistics for the Santa Cruz County side of Hwy 17 also showed no fatalities. There was also a decrease in injury and PDO. The dry winter helped. Citations were high this winter due to fewer incidents for Officers to respond to because of the better weather.



Santa Cruz CHP offers a Start Smart Driver Education class where over 500 people attended last year. They are also offering a class for seniors. Safety on Highway 17 is always discussed. San Jose CHP offers a Start Smart Class as well where safety on Highway 17 is always discussed.

## **6. Caltrans District 4 Highway 17 Project Update**

Wet Pavement Project - Shawn Enjily stated that the Wet Pavement Project is 80% complete. The remaining 20% of the project is to complete the paving. The work must be done at night and temperatures must be above 50° F. Shawn hopes that by the end of March, the temperatures will be warm enough to pave. It will take about 3-4 weeks to complete paving once it is started.

## **7. Caltrans District 5 Highway 17 Project Update**

Guardrail/Drainage Projects – Siobhan Saunders discussed the guardrail/drainage projects on Hwy 17. The Santa's Village Road and Vine Hill Road Projects are near completion. Paving still needs to be completed on both projects and contractors are waiting for night time temperatures above 50° F to complete the projects. The guardrail project from Scotts Valley to the Summit is being advertised again as the contractor that was working on the project went bankrupt. An emergency storm damage project near the summit, NB, will be advertised late summer. A retaining wall will be installed and traffic will be affected in late 2012 and early 2013.

Laurel Curve Update – Officer Sarah Jackson presented information of collisions near Laurel Curve. Collisions at Laurel Curve have increased and collisions elsewhere have decreased. She believes that the collisions are due to high speeds coming into Laurel curve. Captain Olson noted that when there is wet weather, the collisions at Laurel drastically increase. Dario Senor reported that the closure of the median barrier at Laurel Road was discussed previously. One of the main reasons at the time to keep the barrier open was quicker access to emergency services and challenges with shifting the left turn movements to different locations. Caltrans wants to try other options before considering closing the median. A dynamic curve warning sign will be in place on the SB side of Laurel Curve within the next couple of months. The beacon lights on the speed limit sign NB at Laurel Rd are being installed today. Mark Ballentine stated that the FHWA will be installing a high friction surface on the SB side of Laurel curve this summer when temperatures are warm. An epoxy layer is laid down with a layer of a bauxite material on top. Laurel is the 20<sup>th</sup> test location for this treatment throughout the nation by FHWA. This surface has been shown to reduce collisions by 60%. Treatment lasts 5-7 years. Concerns were raised on how the treatment works in wet weather since the open grade will be covered and filled in with the epoxy and bauxite material. Cost of this product is much greater than other treatments and works most effectively if used over a short distance. Members are looking forward to having the treatment in place to see how effective it is for the Laurel curve area.



Mark Ballentine stated that the project North of Laurel Rd to install a retaining wall and widen the shoulder was moved into a higher priority category (out of 015 and into 010) and should be in construction in summer of 2013.

## **8. Received Traffic Operations Systems Review**

TMC Update - Ramin Bolourchian stated that installation of communication software at the Caltrans District 4 TMC is still ongoing. The TOS elements that are prioritized are the changeable message signs and the closed circuit TV's. The highway advisory radio (HAR) is not a priority.

Communications Update – Nicole Stewart discussed that the new CAD system for Monterey dispatch will be live this month. Golden Gate CAD will not have a new system until the end of July and thus there will be no automatic connectivity between Monterey and Golden Gate. Transactions will be performed by phone.

Ginger Dykaar mentioned that she received feedback from the local jurisdictions that the changeable message signs (CMS) were not reliable for reporting incidents on the roadway. Ginger will work with Nicole at Monterey dispatch to determine if there is a problem with the timing of the activations and determine a solution so that the CMSs are a reliable source of information to the motoring public.

## **9. Received Updates on Traffic Operations Systems**

Jacques Van Zeventer from Caltrans District 5 was not able to attend the meeting to report on the traffic detection equipment being installed on Hwy 1 and CCTVs. Ginger Dykaar will follow up with him and provide an update at the meeting in September.

## **10. Received Additional Items**

Captain Olson expressed his appreciation to the Safe on 17 Task Force for their continued efforts to improve safety on Hwy 17.

**11. Approved Next Meeting Date:** Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 12, 2012 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz, CA 95060

Respectively submitted by

  
Ginger Dykaar

**AGENDA:** May 3, 2012

**TO:** Regional Transportation Commission/Service Authority for Freeway Emergencies

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Safe on 17 Safety Corridor Project – 2011 Annual Report

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC)/Service Authority for Freeway Emergencies (SAFE) accept the attached 2011 Annual Report for the Safe on 17 Safety Corridor Program ([Attachment 1](#)).

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## **BACKGROUND**

In 1998, the California Highway Patrol (CHP) initiated the Safe on 17 Program with the aid of a grant from the California Office of Traffic Safety (OTS). The OTS grant was available from March 1999 to March 2002. During that period, injury and fatal collisions were reduced by 34% on Highway 17 from a pre-program average of 249 to 165 through a combination of CHP enforcement, roadway improvements, and a public information campaign. The Safe on 17 program is still active today due to the interest of multiple agencies to continue to improve safety on Highway 17. RTC SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Cruz side of Hwy 17 and the Metropolitan Transportation Commission SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Clara side of Hwy 17. In addition to the extra enforcement, Caltrans has spent tens of millions of dollars on numerous engineering projects to improve safety on the Highway 17 corridor. The CHP compiles collision and citation statistics, and RTC SAFE continues to convene the Safe on 17 Task Force. The goal of the current program is to maintain the reduced collision rate achieved on Highway 17 during the OTS grant period.

## **DISCUSSION**

### 2011 Safe on 17 Annual Report

The 2011 Safe on 17 Annual Report ([Attachment 1](#)) reviews the work done by the CHP, Caltrans, RTC and other stakeholders to continue to improve safety on Highway 17. The annual report was prepared by RTC SAFE staff, with input from Caltrans and CHP staff. The 2011 Safe on 17 Program includes: extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements. Below is a description of the 2011 Safe on 17 accomplishments. More detailed information regarding these activities is available in the attached *2011 Annual Report*.

**Collisions:** There were 126 injury collisions and 0 fatalities in 2011. This is the first calendar year during which there were no fatalities on the Highway 17 Safety Corridor since the Safe on 17 Program began in 1999. The injury collisions for 2011 were also the lowest on record at a total of 126, 49% lower than the pre-program average of 249. This reduction translates into 123 fewer fatal and injury collisions and 205 fewer property damage only collisions on the Highway 17 Safety Corridor for 2011 compared to the preprogram average. The *2011 Annual Report: Attachment 2* breaks-out annual collisions by type since 1996 and *2011 Annual Report: Attachment 3* includes 2011 monthly collision data for Highway 17 compared to historical monthly averages.

**Extra CHP Enforcement:** Increased CHP visibility and increases in the number of citations being issued on Highway 17 provides a deterrent to motorists who practice unsafe driving behavior. In 2011, there was a total of 1,533 hours of extra CHP enforcement. Although there was no extra CHP enforcement on the Highway 17 Safety Corridor in January and February of 2011 due to a directive from the Governor's office, there was significant extra enforcement for the rest of the year.

**Citations:** In 2011, 9,208 citations were given on Highway 17. Approximately 16% of these citations were given during Safe on 17 extra CHP enforcement hours. Primary collision factors including, but not limited to, unsafe speed, improper turning and improper lane changes account for approximately 83% of all citations.

**Safe on 17 Task Force Meetings:** In 2011, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 traffic operation improvements. Task Force members include CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators, local media and local police.

**Public Information:** Public information educates motorists about safety on Highway 17. In 2011, CHP included information about safe driving on Highway 17 at CHP sponsored events including new driver education programs held at high schools and motorcycle and community events. The RTC dedicated an episode of the Transportation Café show aired on Community TV to the Safe on 17 program. Commissioner Johnson interviewed Deb Larson, Caltrans-Traffic Safety and Ginger Dykaar, RTC Program Manager of Safe on 17. The show can be viewed at the following link (<http://www.communitytv.org/programs/online/transportation-caf-4-highway-safety>).

**Highway 17 Safety Improvements:** Highway improvements are developed, coordinated and implemented by Caltrans, with input from the Safe on 17 Task Force. In 2011, Caltrans advanced several important safety projects on Highway 17 including the Guardrail Improvement projects, Vine Hill Road Drainage Project, the Santa's Village Road New Guardrail Project, and the Santa Clara County Wet Pavement Correction Project. Details about these projects are available in the *2011 Safe on 17 Annual Report*.

The *2011 Safe on 17 Annual Report* with attachments is included with this staff report. **Staff recommends that the RTC accept the 2011 Safe on 17 Annual Report.**

Funding for the Safe on 17 Program

The SCCRTC SAFE funds are generated from a \$1 fee per year on all vehicles registered in Santa Cruz County and are used to pay for the extra CHP enforcement on Highway 17 as well as other SAFE Programs. The SCCRTC SAFE has approved funding in the amount of \$50,000 per year for extra CHP enforcement on the Santa Cruz County side of Highway 17 through June 30, 2015. Although the cost per hour of CHP service has increased, funding levels for this program have remained constant due to flat SAFE fund revenues, and funding uncertainties associated with other programs, which also rely on SAFE funds, namely the Santa Cruz County Freeway Service Patrol Program.

**SUMMARY**

2011 is the first calendar year during which there were no fatalities on the Highway 17 Safety Corridor since the Safe on 17 Program began in 1999. The injury collisions for 2011 were also the lowest on record at a total of 126, 49% lower than the preprogram average of 249. The attached annual report shows the work done by the Safe on 17 Program to continue to improve safety on Highway 17.

Attachment

- 1: Safe on 17 Highway 17 Safety Corridor Project *2011 Annual Report*

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# **SAFE ON 17**

## **Highway 17 Safety Corridor**

### **2011 Annual Report**

January 1, 2011 to December 31, 2011



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## **Introduction**

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force thirteen years ago. The task force was convened to identify conditions and behaviors contributing to collisions on the corridor and to recommend and implement solutions. The task force drew from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced enforcement, engineering (capital improvements), signing and striping, public education and awareness.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the period funded by an Office of Traffic Safety grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety on Highway 17, and a traffic operations system contributed to surpassing this goal in 2011. The task force also continued to collect data to measure consistency with program goals, benchmark progress and monitor where additional improvements may be needed. Typically, safety corridor designations expire after a few years. However, the segment of Highway 17 between Highway 1 in Santa Cruz County and Highway 9 in Santa Clara County has maintained its safety corridor designation for more than a decade ([Attachment 1](#)).

Funding for extra CHP enforcement is provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) in the combined amount of \$100,000 per year for each year covered in the funding agreement.

Caltrans continued to make capital improvements to Highway 17 in 2011. The Guardrail Improvement Project (28 locations from Santa's Village Road to Summit Rd), Vine Hill Road Drainage Project, Santa's Village Road New Guardrail Project and Wet Pavement Project in Santa Clara County were all in construction in 2011; all with the intent to reduce the number of collisions on Highway 17.

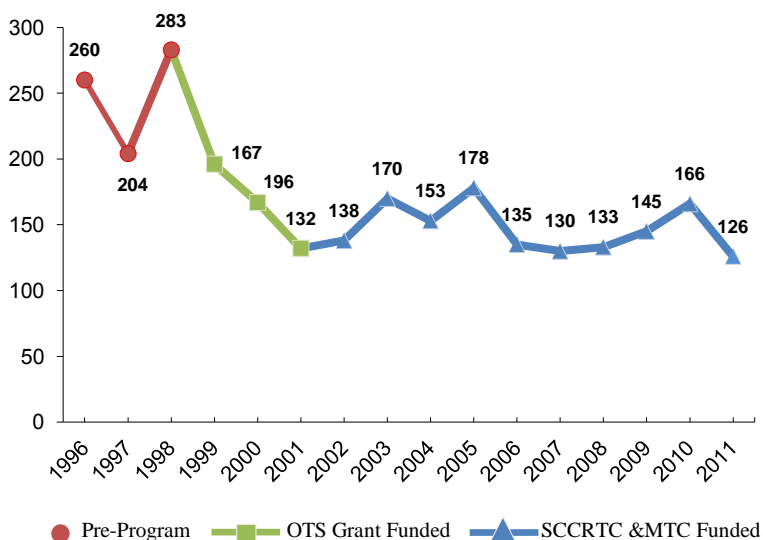
## **2011 Highway 17 Summary of Facts**

- ▶ No fatal collisions on the safety corridor in 2011. This is the first time there have not been any fatal collisions in any one calendar year since the program began in 1999.
- ▶ The lowest number of injury collisions (126) since the program began in 1999.
- ▶ CHP wrote an average of 25 citations per day (during extra and regular enforcement hours)

## Collisions

One hundred and twenty six injury and zero fatal collisions were reported in 2011. This is the first calendar year during which there were no fatalities on the Highway 17 Safety Corridor since the Safe on 17 Program began in 1999. The injury collisions for 2011 were also the lowest on record at a total of 126, 49% lower than the preprogram average of 249. This reduction translates into 123 less fatal and injury collisions and 205 less property damage only collisions on the Highway 17 Safety Corridor for 2011 compared to the preprogram average.

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2011



The Task Force strategies have reduced the number of fatal and injury collisions by an average of 39% over the last 13 years from the preprogram average of 249. The 2011 injury and fatal collisions at 126 greatly surpassed the goal of the Task Force of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions. Figure 1 shows the annual injury and fatal collision data between 1996 and 2011. A breakdown of collisions by type is provided in [Attachment 2](#).

A detailed comparison between 2011 monthly collisions and historical averages (1999-2010) is provided for both Santa Cruz and Santa Clara Counties in [Attachment 3](#). On both the Santa Cruz County and the Santa Clara County sides of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in March 2011.

A combination of speeding, tailgating and unsafe lane changes (also called primary collision factors) are considered to be the most frequent factors leading to collisions on Highway 17 but external factors may also influence the total number of collisions. It can be difficult to assess the effects of one factor on collisions without looking at the combined effects of all the factors together. Wet weather is considered to increase traffic collisions due to slippery pavement and a decreased visibility. Monthly rainfall data is plotted with the injury and fatal collision data for

2011 in [Attachment 4](#). Injury and collision data were highest in March which also had the highest amount of rainfall.

Traffic conditions are also considered to be a factor in the number of collisions. Traffic conditions can be assessed in a number of ways including the Average Annual Daily Traffic (AADT). On Highway 17, the AADT has varied little since the initiation of the Safe on 17 Program and thus cannot be a factor contributing to the approximately 50% reduction in the number of collisions on Highway 17 since the initiation of the Safe on 17 Program.

## **Extra CHP Enforcement**

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along all of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road.

The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements. There was no extra CHP enforcement on the Highway 17 Safety Corridor in early 2011 due to a directive from the Governor's office to cease use of funds for overtime due to the state budget crisis. This directive was issued in mid-September, 2010 through mid-March 2011. Extra enforcement is typically increased during this time as the wet weather begins in the fall. Fortunately, for the majority of 2011, there was significant extra enforcement on the safety corridor (Table 1).

In 2011, a total of \$121,017 was spent on extra CHP enforcement and 1,533 hours of extra CHP enforcement were worked (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2011.

**Table 1: Annual Extra CHP Enforcement Hours Worked & Safe on 17 Funds Used**

Year	<i><b>San Jose CHP</b></i>		<i><b>Santa Cruz CHP</b></i>	
	Extra Enforcement Hours Worked	Safe on 17 Funds Used	Extra Enforcement Hours Worked	Safe on 17 Funds Used
<b>2003</b>	490	\$31,197	850	\$47,913
<b>2004</b>	610	\$38,129	709	\$45,728
<b>2005</b>	601	\$39,495	730	\$49,631
<b>2006</b>	680	\$51,590*	636	\$47,858
<b>2007</b>	909	\$76,953*	565	\$49,738
<b>2008</b>	706	\$61,652*	737	\$68,023*
<b>2009</b>	591	\$47,651	399	\$36,709
<b>2010</b>	22	\$1,842	308	\$27,224
<b>2011</b>	828	\$65,970**	705	\$55,047**

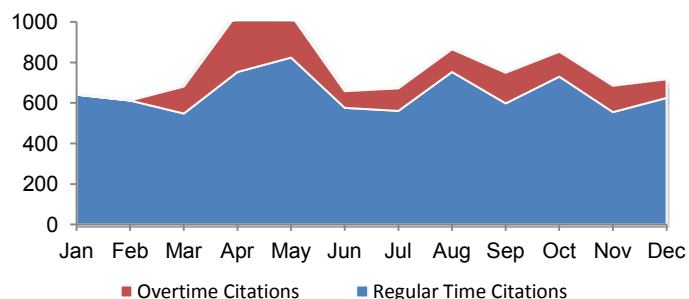
\* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than \$50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus limiting expenditures in 2009 to \$50,000 per year for Santa Cruz and San Jose CHP. Santa Cruz CHP will be permitted to carryover any unspent funds in future years.

\*\*The RTC provides the funds on a fiscal year and thus the amounts may be higher than \$50,000 when summed on a calendar year as reported here.

## Citations

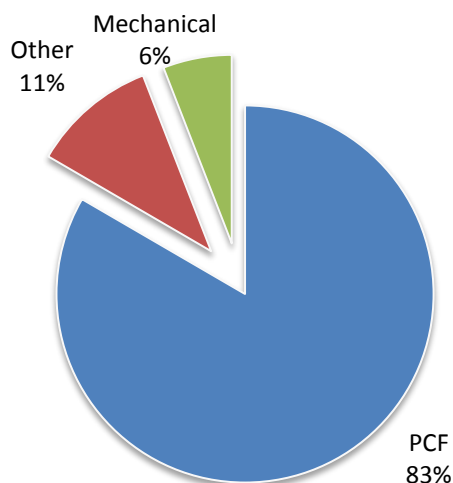
A total of 9,208 citations were given on Highway 17 during 2011. Of these, 1,432 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2011 made up 16% of citations. Total citations increased over last year but were similar to the number of citations given in 2008 and 2009.

**Figure 2: 2011 Highway 17 CHP Citations by Regular & Overtime Hours**



Typically, the most overtime citations per month are given in the fall but in 2011 there was a large increase in citations in April and May once the governor's directive ended and CHP extra enforcement was allowed again. Figure 2 illustrates the number of citations given during regular hours and overtime hours. [Attachment 6](#) provides a summary of annual total overtime and regular time citations and [Attachment 7](#) charts the

**Figure 3: Total Citations by Citation Type (Primary Collision Factor, Mechanical, Other)**



**Total Citations = 9,208**

annual citations from San Jose and Santa Cruz CHP compared to historical averages. During extra CHP enforcement hours on Highway 17, officers focus on preventing behavior that is known to be a primary collision factor (PCF) such as speeding, tailgating or making unsafe lane changes. These focused efforts help achieve the Safe on 17 Program goal of limiting the number of injury and fatal collisions. Accordingly, in 2011, 78% of citations recorded during extra enforcement hours were for PCF violations as well as 83% of all the citations given on Highway 17 (Figure 3).

## CHP Data Reporting

As required, the Santa Cruz area and San Jose area CHP offices have been providing monthly collision and citation data since the Program's initiation ([Attachment 8](#)). The data is important for measuring and monitoring program effectiveness.

## Safe on 17 Task Force Meetings

The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments ([Attachment 9](#)). In 2011, members continued to regularly attend the two scheduled meetings (March 23 and September 14) and committed to staying involved and working towards improving safety on Highway 17.

In 2011, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, in 2011 both of the Safe on 17 meetings were combined with the RTC Traffic Operation Systems Oversight Committee Meetings. There is a



significant overlap in membership in these committees and subject matter. Traffic operation systems elements such as closed circuit television cameras and changeable message signs can be tools for enhancing safety on the Highway 17 corridor and require coordination between the separate CHP and Caltrans jurisdictions covering the Highway 17 safety corridor.

## **Public Information**

In 2011, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2011, CHP included information about safe driving on Highway 17 at CHP sponsored events, including new driver education programs held at high schools and motorcycle and community events. Occasionally, CHP officers distributed Safe on 17 brochures when issuing citations. CHP also reminded the public about safe driving on Highway 17 during regular interviews and when reporting to the media about Highway 17.

In addition, in 2011, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 10](#)). The RTC dedicated an episode of the Transportation Café show aired on Community TV to the Safe on 17 program. Commissioner Johnson interviewed Deb Larson, Caltrans-Traffic Safety and Ginger Dykaar, RTC Program Manager of Safe on 17. The show can be viewed at the following link (<http://www.communitytv.org/programs/online/transportation-caf-4-highway-safety>). The public was also reminded to drive safely using the changeable message signs located on Highway 17. Similar to previous years, the “Click it or Ticket”, “Slippery Roadway Reduce Speed”, “Share the Road Look Twice for Motorcyclists” and “Hands Free It’s the Law” were frequently posted messages.

## **Highway Safety Improvements**

### Guardrail Improvement Projects

The Highway 17 guardrail project ([Attachment 12](#)) to upgrade guardrails at twenty-eight different locations between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5) was under construction in 2011. Guardrail improvements include upgrading end treatments to current standards, replace/reconstruct metal beam guardrail, and replace some metal beam guardrail with concrete rail or K-rail. Guardrails can prevent vehicles from veering off the roadway or into oncoming traffic, or crashing against solid objects. Approximately 20% of the project was completed when the contractor went bankrupt. The remaining part of this project will be re-advertised in 2012.

### Vine Hill Road Drainage Project

In 2011, the Vine Hill Road Drainage Project (Figure 4) was also delayed due to the contractor going bankrupt. This project includes super-elevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25). The project has been released for new bids and will be completed in spring, 2012.

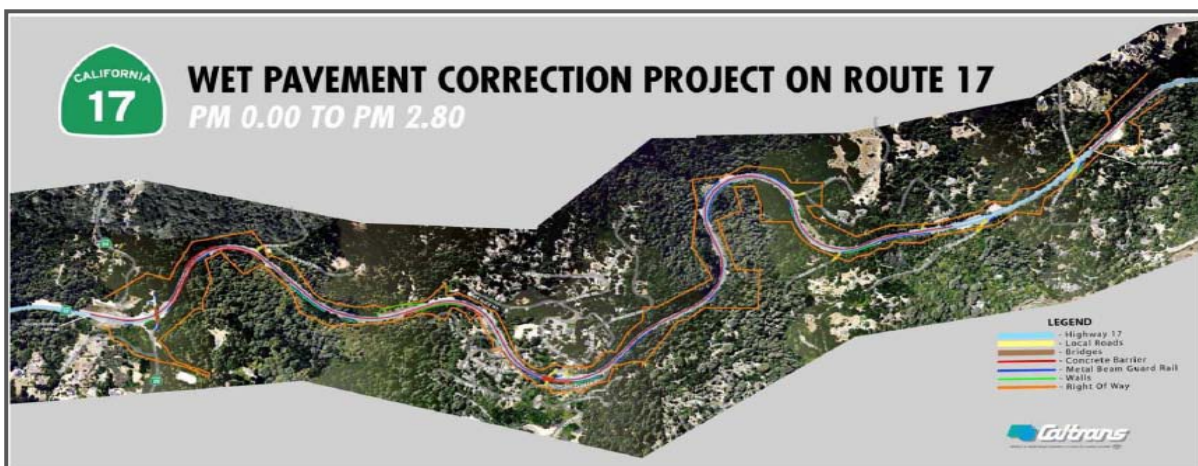
**Figure 4: Vine Hill Drainage Project Improvements**



### Wet Pavement Correction Project

In 2011, construction began on the drainage systems upgrades, median barrier installation and pavement resurfacing along Highway 17 just north of the summit in Santa Clara County (PM 0.0/2.8, Figure 5). Reducing wet weather related collisions is one of the goals of these improvements. This project will be completed by mid-2012.

**Figure 5: Santa Clara County Wet Pavement Correction Project**



### Santa's Village Road New Guardrail

The Santa's Village Road New Guardrail Project will provide a wider southbound (outside) shoulder and construct a concrete guardrail in an area where no guardrail previously existed (PM 6.1/6.5 SB). The project requires the construction of a retaining wall to provide a new four foot shoulder. In 2011, construction began and the project will be completed in spring 2012.

## Laurel Curve Improvements

Tree removal occurred on the SB side of Laurel Curve to improve sight distance and chevrons have been added on the SB side to indicate the approaching curve. There are a number of additional improvements that are currently being planned for Laurel Curve. A dynamic curve warning sign for the SB side of Laurel Curve is planned to be operational in spring 2012. Dynamic curve warning signs have been found to reduce speeds and therefore collisions. A flashing beacon on the speed limit sign on the NB side at Laurel Road will be completed in spring 2012. A project to install a retaining wall and widen the shoulder in the NB direction north of Laurel Road has been accelerated to begin construction in summer 2013.

## **Conclusion**

In 2011, the Safe on 17 Program surpassed the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period. There were no fatalities on the Hwy 17 corridor during 2011 and the number of injuries was the lowest since the program began. Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2011. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2011, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through better drainage systems, pavement resurfacing, median barriers, wider shoulders and guardrails. Through public education, primarily CHP Start Smart events, Caltrans signs (both static and changeable message signs) and an RTC produced Community TV show episode, motorists are getting the message to “Take it Slow” on Highway 17. Extra CHP enforcement also provides a powerful disincentive to motorists to stop behaviors that cause collisions such as speeding, tailgating and unsafe lane changes. Despite the reduction in the number of collisions since the designation of Highway 17 as a safety corridor, the total number of collisions still warrants continued attention to improving safety on Highway 17. The Safe on 17 Task Force members continue to work collaboratively to identify and address factors that will have the greatest influence on reducing the number of collisions.

## **Attachments**

- Attachment 1: Highway 17 Safety Corridor Map
- Attachment 2: Summary of Annual Highway 17 Collision Data
- Attachment 3: 2011 Highway 17 Monthly Collision Data
- Attachment 4: 2011 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data

Attachment 7: 2011 Highway 17 Monthly Citation Data

Attachment 8: CHP Collision and Citation Data Tables for Highway 17

Attachment 9: Safe on 17 Task Force Members

Attachment 10: CHP Press Releases Regarding Highway Safety

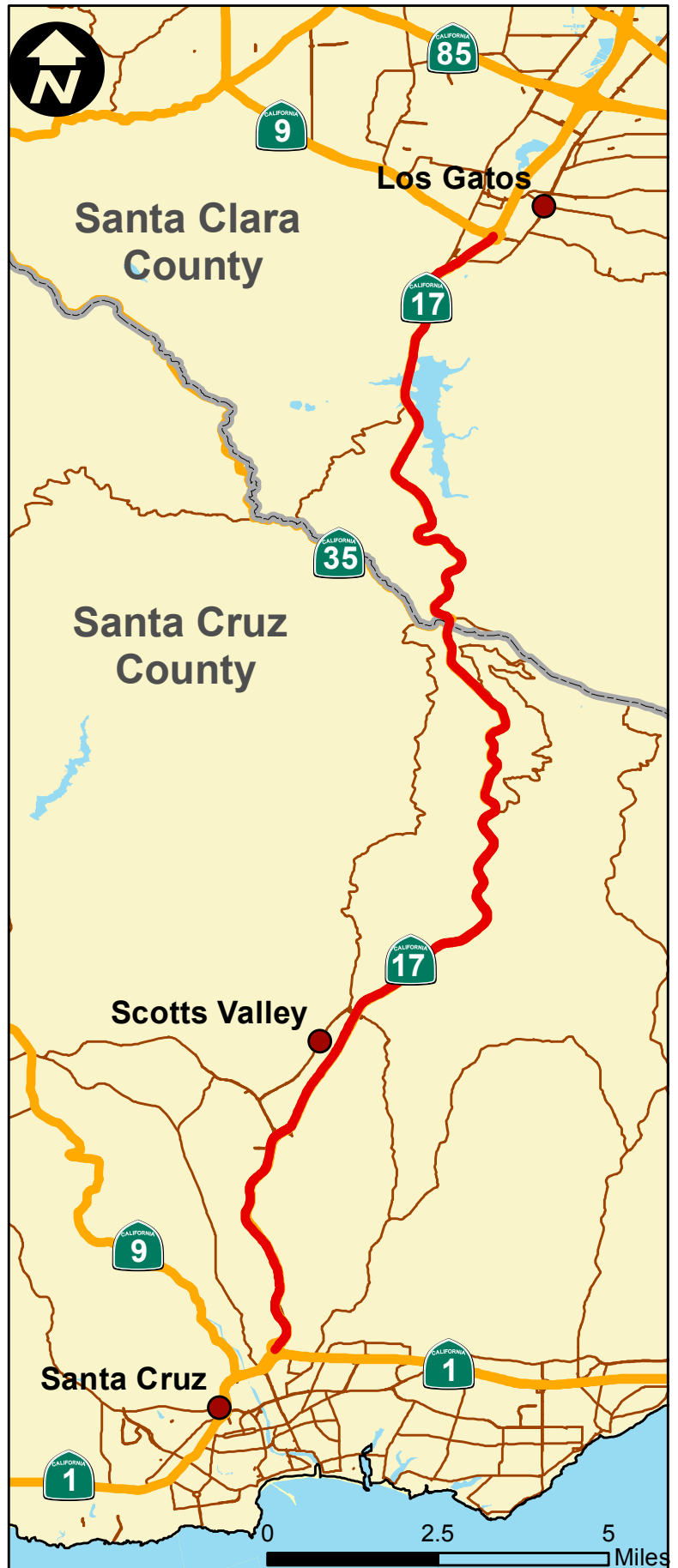
**Sources:**

California Highway Patrol. 2012. *SWITRS*. Provided by San Jose and Santa Cruz CHP.

Caltrans. 2011. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on April 10, 2012.

National Weather Service, California Nevada River Forecast Center. 2011. Santa Cruz Rainfall Record, Monthly Total Precipitation. Retrieved from [http://www.cnrfc.noaa.gov/monthly\\_precip.php](http://www.cnrfc.noaa.gov/monthly_precip.php) on April 10, 2012.

# Highway 17 Safety Corridor



## Attachment 2

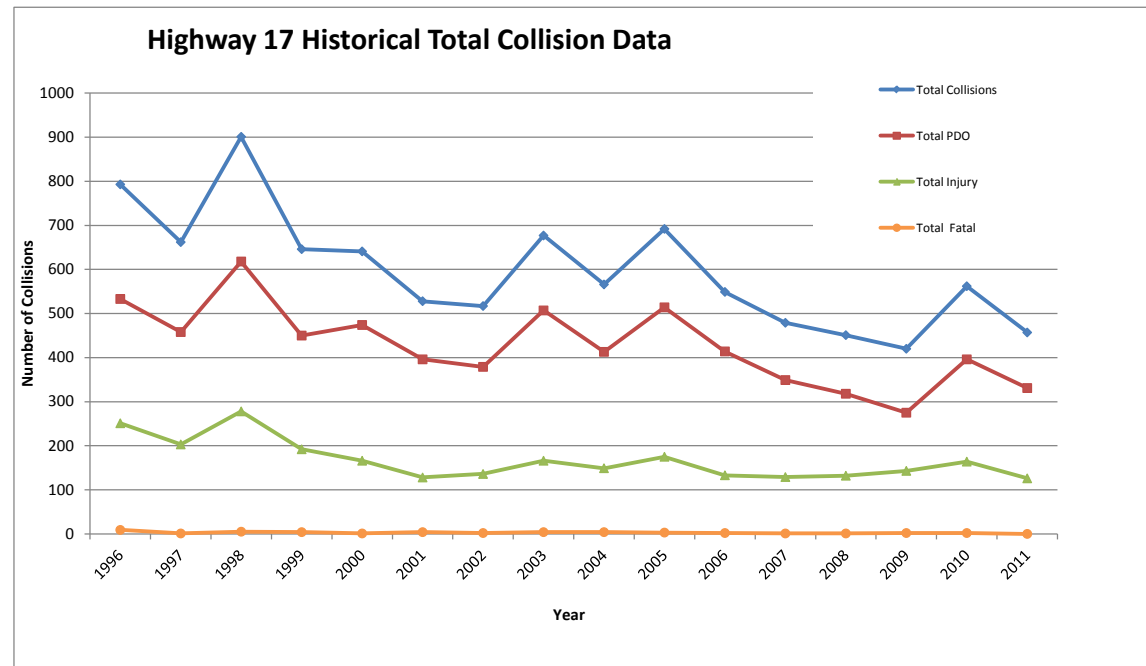
### Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2011

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197	123	152	144	252	149	182
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	123	49	84	44	85	58	74	36	107	61	103	42	84
Fatal	5	4	0	1	0	5	0	4	1	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0	2	1	1	0	0	
Total	385	408	284	378	435	466	335	311	315	326	225	303	190	327	218	459	218	348	207	485	185	364	163	316	180	271	159	261	206	356	191	266
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562		457	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133		145		166		126	

PDO=Property Damage Only

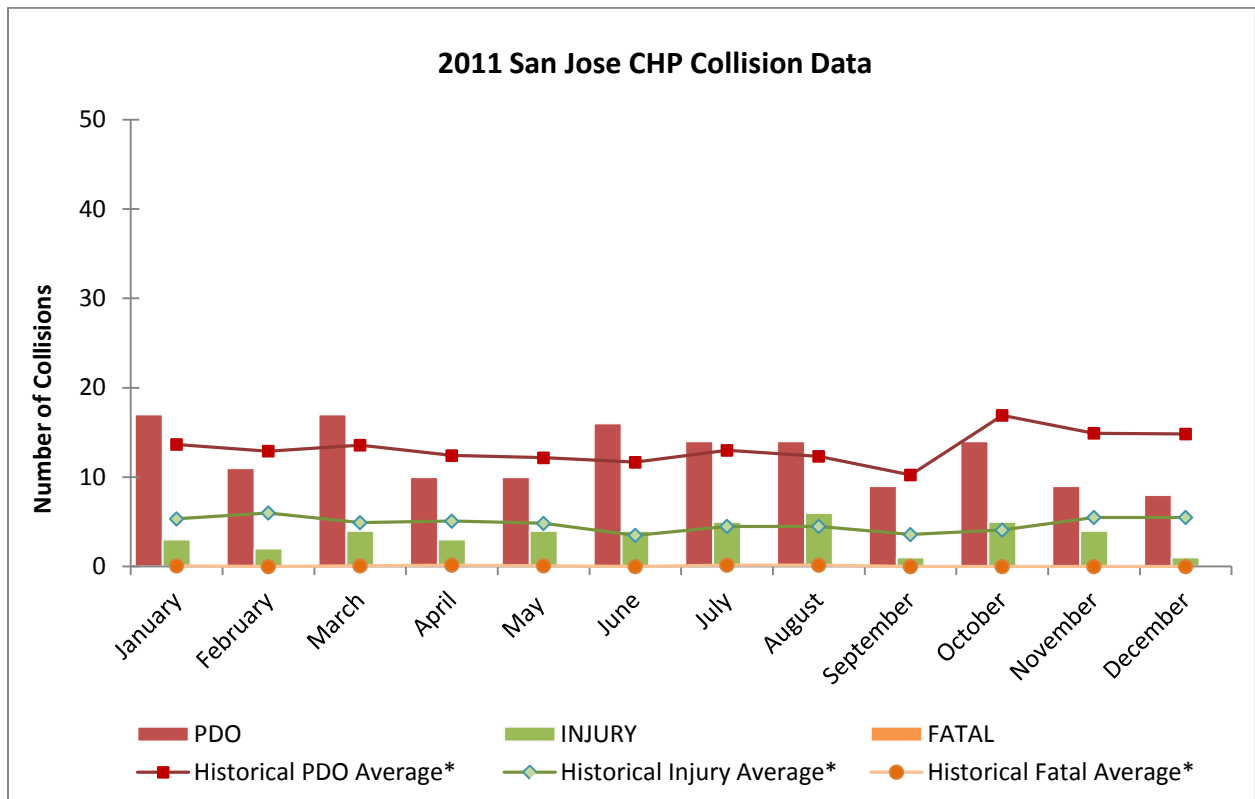
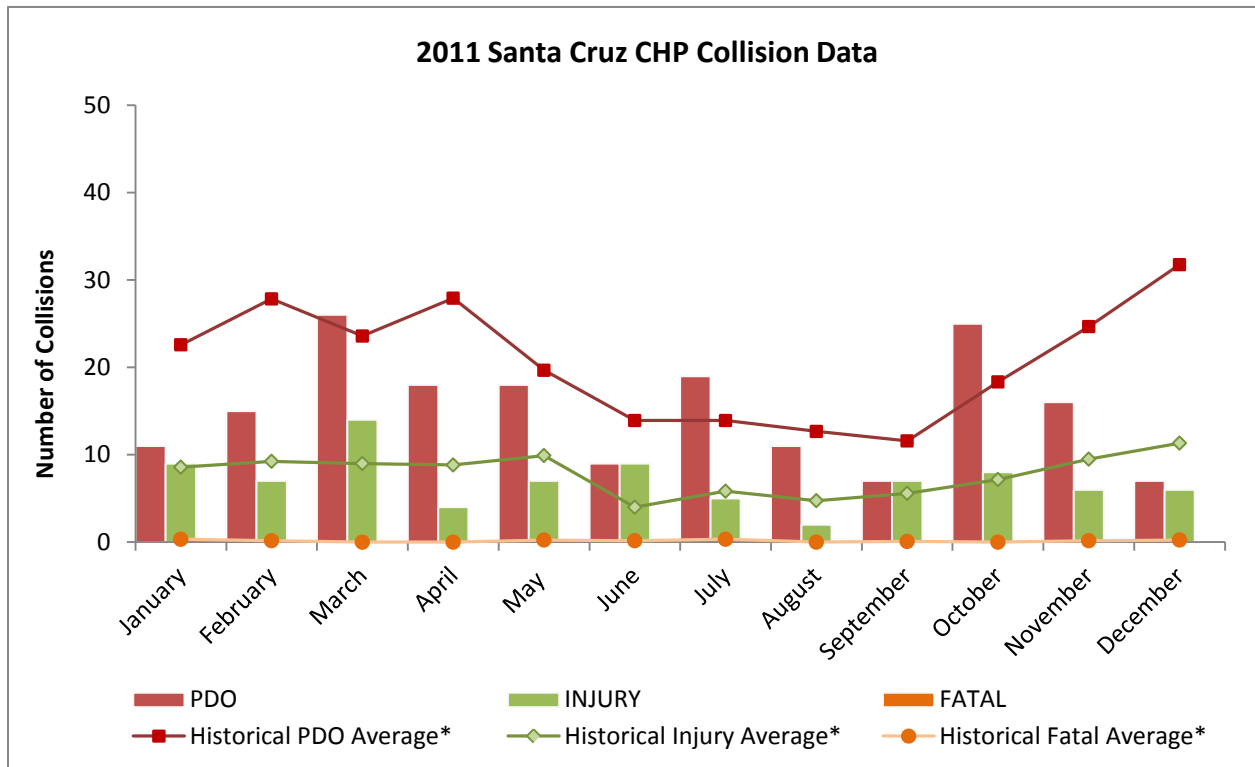
NOTE: Annual Average Injury and Fatal Collision Prior to SAFE on 17 Program = 249



<I:\SAFEProjects\Safe on 17\Reports\2011\Attachment2-stats.xls> Collision Data

## Attachment 3

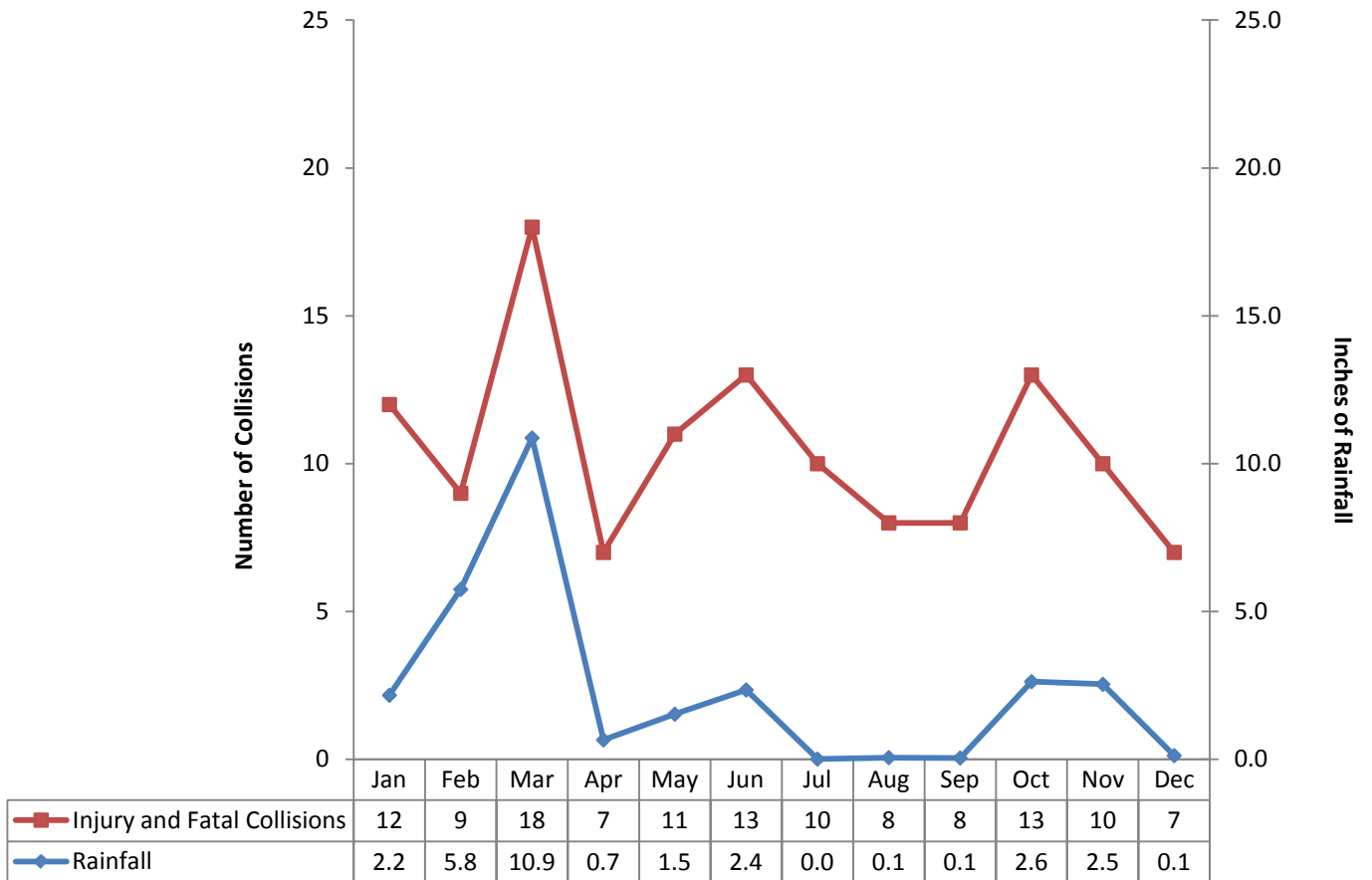
### 2011 HIGHWAY 17 MONTHLY COLLISION DATA



\*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2010.

# Attachment 4

## 2011 Monthly Collision and Rainfall Trends

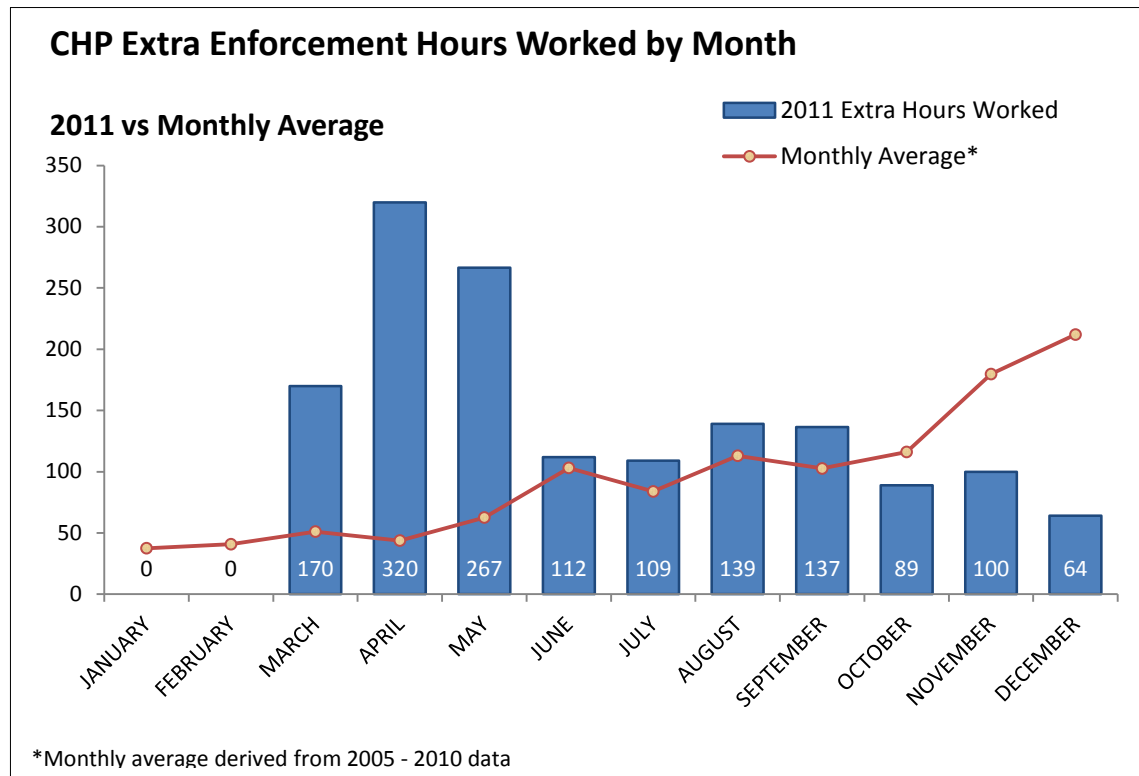




## Attachment 5

### TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011
JANUARY	30	43	6	84	30.5	32	0
FEBRUARY	28	47	98	48	0	24	0
MARCH	48	34	114.5	82.5	0	28	170
APRIL	82	55	42	20	36	28	320
MAY	82	24	158.5	3	66	42.5	266.5
JUNE	101	207	167	50	28	66	112
JULY	124	96.75	108	90	52.25	32.5	109
AUGUST	164	59.5	112	141.5	150.5	51	139
SEPTEMBER	174.5	68	68.5	41.5	238	25.5	136.5
OCTOBER	107.5	415	30	55	89.5	0	89
NOVEMBER	140	187	297.5	206	248	0	100
DECEMBER	249.5	79	272	621	50.5	0	64
<b>TOTAL</b>	<b>1,331</b>	<b>1,315</b>	<b>1,474</b>	<b>1,443</b>	<b>989</b>	<b>330</b>	<b>1,506</b>

 Moratorium on extra enforcement by Governor due to state budget crisis.


## Attachment 6

## SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

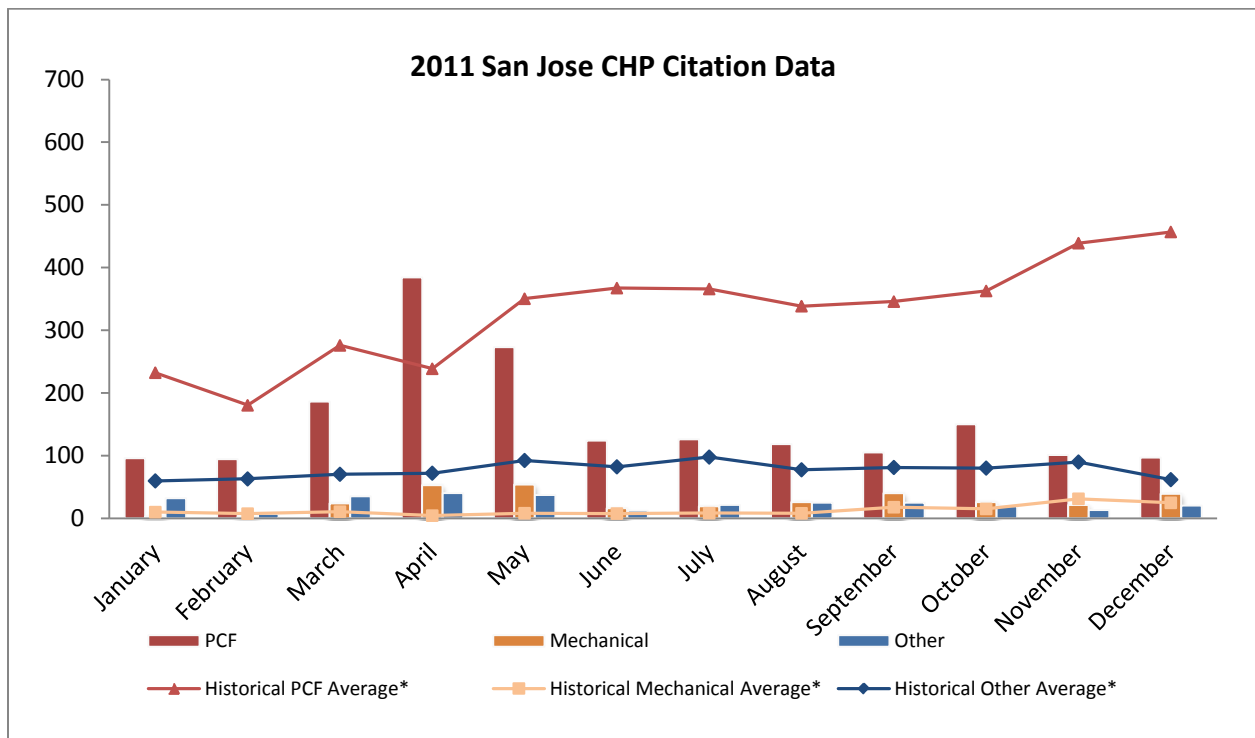
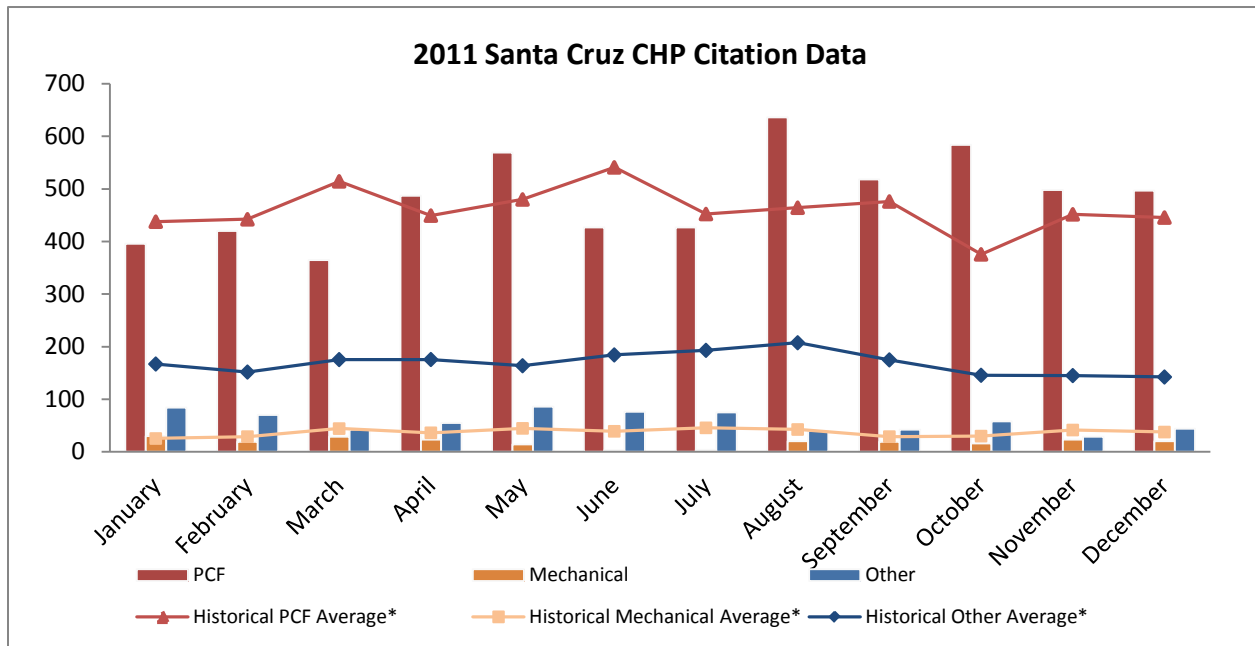
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760	192	649
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	175	206
Regular Time Total	4,237	6,477	4,087	8,833	3,986	8,406	3,696	6,973	3,222	5,643	2,644	4,639	2,866	5,380	2,122	5,458	1,549	6,227
<i>OT PCF</i>	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	837	171	50	221	672	452
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14
<b>OT Total</b>	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267	914	518
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010		6,554	
<b><i>PCF OT Total</i></b>	<b>1,862</b>		<b>1,065</b>		<b>1,217</b>		<b>1,218</b>		<b>1,738</b>		<b>1,688</b>		<b>1,008</b>		<b>271</b>		<b>1,124</b>	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208	

PCF = Primary Collision Factor

OT = Overtime

## Attachment 7

### 2011 Highway 17 Monthly Citation Data



\*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2010

Attachment 8-1  
Santa Cruz CHP Collision Summary for SR-17

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9
	FATAL	1	1				1						1	1	0
	<b>TOTAL</b>	<b>68</b>	<b>39</b>	<b>25</b>	<b>19</b>	<b>27</b>	<b>39</b>	<b>27</b>	<b>38</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>26</b>	<b>38</b>	<b>20</b>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7
	FATAL		1					1						0	0
	<b>TOTAL</b>	<b>42</b>	<b>29</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>44</b>	<b>58</b>	<b>62</b>	<b>29</b>	<b>38</b>	<b>40</b>	<b>31</b>	<b>24</b>	<b>22</b>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14
	FATAL														
	<b>TOTAL</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>27</b>	<b>40</b>	<b>32</b>	<b>18</b>	<b>54</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>26</b>	<b>33</b>	<b>40</b>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4
	FATAL	1													
	<b>TOTAL</b>	<b>54</b>	<b>35</b>	<b>22</b>	<b>29</b>	<b>29</b>	<b>75</b>	<b>20</b>	<b>56</b>	<b>52</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>22</b>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7
	FATAL	1	1		1					1					
	<b>TOTAL</b>	<b>69</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>35</b>	<b>20</b>	<b>52</b>	<b>25</b>	<b>33</b>	<b>15</b>	<b>28</b>	<b>34</b>	<b>25</b>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9
	FATAL	1			1		1								
	<b>TOTAL</b>	<b>35</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>28</b>	<b>8</b>	<b>27</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>15</b>	<b>18</b>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5
	FATAL		1				1		1		1			0	
	<b>TOTAL</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2
	FATAL													0	
	<b>TOTAL</b>	<b>24</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>27</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>13</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7
	FATAL	1				1				0				0	
	<b>TOTAL</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>21</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>14</b>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8
	FATAL									0				0	
	<b>TOTAL</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>39</b>	<b>16</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>25</b>	<b>33</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6
	FATAL					1	1							0	
	<b>TOTAL</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>38</b>	<b>29</b>	<b>60</b>	<b>48</b>	<b>19</b>	<b>24</b>	<b>20</b>	<b>38</b>	<b>22</b>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6
	FATAL								2	0			1	0	
	<b>TOTAL</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>63</b>	<b>82</b>	<b>53</b>	<b>62</b>	<b>24</b>	<b>53</b>	<b>26</b>	<b>27</b>	<b>61</b>	<b>13</b>
TOTAL PDO:		312	216	234	221	234	342	265	359	279	230	197	152	252	182
TOTAL INJURY:		149	91	92	80	91	113	82	123	84	85	74	107	103	84
TOTAL FATALITIES:		5	4	0	2	2	4	1	3	1	1	0	2	1	0
TOTAL COLLISIONS:		466	311	326	303	327	459	348	485	364	316	271	261	356	266

**Attachment 8-2**  
**Santa Cruz Area CHP SR-17 Citation Summary**

		Regular Citations										Overtime Citations							
		2004	2005	2006	2007	2008	2009	2010	2011			2004	2005	2006	2007	2008	2009	2010	2011
January	PCF	637	537	557	275	129	261	287	396		PCF	20	18	45	2	0	0	32	0
	Other	235	120	192	148	106	92	68	84		Other	12	8	18	3	0	0	5	0
	Mechanical	29	58	18	9	3	21	16	30		Mechanical	0	1	1	0	0	0	0	0
	TOTAL	901	715	767	432	238	374	371	510		TOTAL	32	27	64	5	0	0	37	0
February	PCF	526	392	550	359	166	271	303	420		PCF	41	22	30	63	40	0	24	0
	Other	183	137	213	102	52	59	65	70		Other	29	8	5	17	2	1	5	0
	Mechanical	7	69	9	32	29	7	10	19		Mechanical	0	5	0	13	1	0	0	0
	TOTAL	716	598	717	493	247	337	378	509		TOTAL	70	35	35	93	43	1	29	0
March	PCF	671	595	501	451	252	262	322	351		PCF	27	25	67	64	33	0	16	14
	Other	252	173	202	117	66	73	44	42		Other	6	8	15	9	7	0	3	0
	Mechanical	20	58	75	42	32	19	21	29		Mechanical	1	3	0	4	5	0	1	0
	TOTAL	943	826	778	610	350	354	387	422		Total	34	36	82	77	45	0	20	14
April	PCF	510	479	428	285	191	312	324	431		PCF	28	28	47	32	31	39	38	56
	Other	228	154	229	76	56	63	86	49		Other	14	7	33	8	8	7	3	6
	Mechanical	13	46	64	14	24	11	36	23		Mechanical	1	9	2	1	7	2	0	0
	Total	751	679	721	375	271	386	446	503		Total	43	44	82	41	46	48	41	62
May	PCF	568	448	345	369	233	454	429	505		PCF	44	28	13	48	35	31	24	64
	Other	242	168	63	154	78	85	46	82		Other	20	9	7	8	10	3	12	4
	Mechanical	10	53	55	26	47	22	69	14		Mechanical	0	4	0	3	4	1	2	0
	Total	820	669	463	549	358	561	544	601		Total	64	41	20	59	49	35	38	68
June	PCF	398	640	470	365	271	483	523	391		PCF	13	78	71	42	38	25	31	36
	Other	215	225	131	152	88	73	42	68		Other	19	20	33	13	3	2	6	8
	Mechanical	8	62	10	38	39	9	68	3		Mechanical	1	9	0	2	6	0	2	0
	Total	621	927	611	555	398	565	633	462		Total	33	107	104	57	47	27	39	44
July	PCF	468	359	303	302	266	396	446	378		PCF	18	43	46	43	7	26	27	49
	Other	255	177	199	110	74	82	38	67		Other	13	17	32	16	1	1	2	8
	Mechanical	6	61	13	44	59	7	82	4		Mechanical	0	13	2	6	2	0	1	0
	Total	729	597	515	456	399	485	566	449		Total	31	73	110	65	10	27	30	57
August	PCF	447	427	244	346	266	470	498	585		PCF	27	62	22	25	18	4	15	51
	Other	240	198	206	167	47	89	84	35		Other	9	21	13	10	2	0	3	5
	Mechanical	16	68	11	75	27	17	24	18		Mechanical	0	10	1	5	3	0	0	2
	Total	703	693	461	588	340	576	606	638		Total	36	93	36	40	23	4	18	58
September	PCF	487	494	359	402	265	424	389	472		PCF	22	35	47	31	22	5	14	46
	Other	219	142	148	182	24	105	95	37		Other	11	5	16	8	2	3	1	5
	Mechanical	10	57	12	5	43	18	32	18		Mechanical	0	2	0	0	1	0		1
	Total	716	693	519	589	332	547	516	527		Total	33	42	63	39	25	8	15	52
October	PCF	378	314	328	194	337	322	307	540		PCF	13	16	20	4	30	19	0	44
	Other	233	152	155	93	30	79	47	47		Other	19	3	10	0	2	3	0	11
	Mechanical	20	47	8	34	43	9	10	14		Mechanical	1	0	0	0	3	0	0	2
	Total	631	513	518	321	410	410	364	601		Total	33	19	30	4	35	22	0	57
November	PCF	512	557	274	209	590	270	267	449		PCF	34	29	6	11	134	11	0	49
	Other	217	165	143	65	48	53	80	25		Other	27	9	6	4	7	3	0	4
	Mechanical	18	59	13	47	75	10	15	18		Mechanical	2	6	0	0	15	1	0	5
	Total	747	781	430	321	713	333	362	492		Total	63	44	12	15	156	15	0	58
December	PCF	383	524	268	215	454	373	209	454		PCF	58	78	34	13	119	11	0	43
	Other	140	153	167	100	45	64	65	43		Other	39	16	13	7	4	1	0	1
	Mechanical	23	38	10	39	84	15	11	16		Mechanical	2	4	1	0	11	0	0	4
	Total	546	715	445	354	583	452	285	513		Total	99	98	48	20	134	12	0	48
		8824	8406	6945	5643	4639	5380	5458	6227			571	659	686	515	613	199	267	518

**Attachment 8-3**  
**San Jose Area CHP Collision Summary for SR-17 (Beat 171)**

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>JANUARY</b>	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>70</b>	<b>40</b>	<b>32</b>	<b>15</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>14</b>	<b>21</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>20</b>
<b>FEBRUARY</b>	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>37</b>	<b>37</b>	<b>42</b>	<b>9</b>	<b>16</b>	<b>10</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>20</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>13</b>
<b>MARCH</b>	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>47</b>	<b>27</b>	<b>28</b>	<b>25</b>	<b>10</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>16</b>	<b>16</b>	<b>21</b>
<b>APRIL</b>	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	<b>TOTAL</b>	<b>35</b>	<b>22</b>	<b>26</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>14</b>	<b>15</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>13</b>
<b>MAY</b>	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>19</b>	<b>37</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>14</b>
<b>JUNE</b>	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>32</b>	<b>23</b>	<b>21</b>	<b>15</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>15</b>	<b>18</b>	<b>20</b>
<b>JULY</b>	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	<b>TOTAL</b>	<b>20</b>	<b>23</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>9</b>	<b>24</b>	<b>19</b>
<b>AUGUST</b>	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>30</b>	<b>19</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>11</b>	<b>16</b>	<b>20</b>
<b>SEPTEMBER</b>	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>27</b>	<b>18</b>	<b>30</b>	<b>25</b>	<b>7</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>10</b>
<b>OCTOBER</b>	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>31</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>32</b>	<b>19</b>
<b>NOVEMBER</b>	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>50</b>	<b>46</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>13</b>
<b>DECEMBER</b>	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>17</b>	<b>19</b>	<b>21</b>	<b>20</b>	<b>28</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>14</b>	<b>9</b>
<b>TOTAL PDO:</b>		<b>306</b>	<b>234</b>	<b>240</b>	<b>175</b>	<b>145</b>	<b>165</b>	<b>148</b>	<b>155</b>	<b>135</b>	<b>119</b>	<b>121</b>	<b>123</b>	<b>144</b>	<b>149</b>
<b>TOTAL INJURY:</b>		<b>129</b>	<b>101</b>	<b>74</b>	<b>48</b>	<b>45</b>	<b>53</b>	<b>67</b>	<b>52</b>	<b>49</b>	<b>44</b>	<b>58</b>	<b>36</b>	<b>61</b>	<b>42</b>
<b>TOTAL FATALITIES:</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>TOTAL COLLISIONS:</b>		<b>435</b>	<b>335</b>	<b>315</b>	<b>225</b>	<b>190</b>	<b>218</b>	<b>218</b>	<b>207</b>	<b>185</b>	<b>163</b>	<b>180</b>	<b>159</b>	<b>206</b>	<b>191</b>

Attachment 8-4  
San Jose Area CHP SR-17 Citation Summary (Beat 171)

		Regular Citations										Overtime Citations							
		2004	2005	2006	2007	2008	2009	2010	2011			2004	2005	2006	2007	2008	2009	2010	2011
January	PCF	173	178	258	174	172	102	126	96		PCF	129	0	0	0	129	0	0	0
	Other	49	67	36	45	37	26	20	32		Other	27	0	0	0	29	0	0	0
	Mechanical	9	7	15	6	8	5	2	3		Mechanical	0	0	0	0	11	0	0	0
	TOTAL	231	252	309	225	217	133	148	131		TOTAL	156	0	0	0	169	0	0	0
February	PCF	182	224	258	131	95	78	109	94		PCF	51	0	0	0	0	0	0	0
	Other	30	89	38	31	26	34	23	7		Other	11	0	0	0	0	0	0	0
	Mechanical	23	1	6	7	6	1	4	2		Mechanical	1	0	0	0	0	0	0	0
	TOTAL	235	314	302	169	127	113	136	103		TOTAL	63	0	0	0	0	0	0	0
March	PCF	399	274	197	302	158	115	114	101		PCF	33	5	0	75	80	0	0	85
	Other	167	71	75	20	29	32	6	15		Other	3	6	0	3	3	0	0	20
	Mechanical	4	2	18	1	12	6	1	10		Mechanical	4	1	0	5	14	0	0	14
	TOTAL	570	347	290	323	199	153	121	126		TOTAL	40	12	0	83	97	0	0	119
April	PCF	259	303	216	108	154	121	110	199		PCF	98	46	0	0	0	0	0	185
	Other	84	104	69	15	31	40	28	9		Other	26	14	0	0	0	0	0	31
	Mechanical	7	2	4	4	1	4	2	42		Mechanical	0	0	0	0	0	0	0	11
	TOTAL	350	409	289	127	186	165	140	250		TOTAL	124	60	0	0	0	0	0	227
May	PCF	289	206	306	325	176	252	242	154		PCF	69	41	0	185	0	0	0	119
	Other	174	77	72	17	36	88	30	36		Other	1	16	0	15	0	0	0	1
	Mechanical	5	7	2	2	3	13	6	33		Mechanical	1	1	0	14	0	0	0	21
	TOTAL	468	290	380	344	215	353	278	223		TOTAL	71	58	0	214	0	0	0	141
June	PCF	343	304	307	346	90	153	267	91		PCF	0	47	91	192	0	0	50	33
	Other	100	120	62	33	32	29	42	12		Other	0	3	6	5	0	0	0	0
	Mechanical	7	7	7	1	1	10	6	11		Mechanical	0	1	5	3	0	0	0	5
	TOTAL	450	431	376	380	123	192	315	114		TOTAL	0	51	102	200	0	0	50	38
July	PCF	222	161	233	223	201	169	174	87		PCF	36	78	0	70	129	153	0	39
	Other	149	108	63	25	24	32	46	18		Other	11	18	0	3	1	2	0	3
	Mechanical	11	5	3	2	3	2	6	7		Mechanical	2	0	0	7	1	5	0	12
	TOTAL	382	274	299	250	228	203	226	112		TOTAL	49	96	0	80	131	160	0	54
August	PCF	187	388	180	178	249	248	124	76		PCF	26	90	0	116	204	0	0	42
	Other	113	125	45	12	35	36	32	21		Other	0	12	0	6	1	0	0	4
	Mechanical	6	6	3	1	6	2	8	18		Mechanical	2	0	0	8	8	0	0	8
	TOTAL	306	519	228	191	290	286	164	115		TOTAL	28	102	0	130	213	0	0	54
September	PCF	258	292	252	188	80	300	125	37		PCF	69	176	12	40	0	285	0	68
	Other	113	86	52	19	28	58	42	13		Other	27	36	0	5	0	8	0	12
	Mechanical	3	1	8	0	2	12	7	21		Mechanical	1	1	1	15	0	69	0	19
	TOTAL	374	379	312	207	110	370	174	71		TOTAL	97	213	13	60	0	362	0	99
October	PCF	220	214	230	232	105	223	115	101		PCF	64	90	246	0	0	52	0	49
	Other	59	30	98	21	26	45	27	17		Other	11	31	13	0	0	2	0	2
	Mechanical	5	2	3	3	2	10	7	11		Mechanical	0	1	30	0	0	30	0	15
	TOTAL	284	246	331	256	133	278	149	129		TOTAL	75	122	289	0	0	84	0	66
November	PCF	170	282	322	372	63	371	79	56		PCF	85	103	199	352	18	347	0	45
	Other	101	28	81	31	40	69	17	2		Other	13	40	11	19	0	9	0	11
	Mechanical	9	6	14	1	2	13	1	5		Mechanical	0	11	19	34	0	98	0	16
	TOTAL	280	316	417	404	105	453	97	63		TOTAL	98	154	229	405	18	454	0	72
December	PCF	107	169	116	292	626	150	121	90		PCF	46	93	222	330	621	0	0	7
	Other	47	37	36	38	62	13	49	10		Other	3	16	5	5	19	0	0	10
	Mechanical	3	3	2	16	23	4	4	12		Mechanical	0	1	11	36	66	0	0	27
	TOTAL	157	209	154	346	711	167	174	112		TOTAL	49	110	238	371	706	0	0	44

## Attachment 9

### 2011 Safe on 17 Task Force Members

Name	Organization
Bernard Walik*	Caltrans District 5 Public Affairs
Bill Monning	California State Assembly
Bill Kootsikak	National Highway Traffic Safety
Captain Amanda Snowden*	California Highway Patrol-San Jose
Captain Matt Olson	California Highway Patrol-Santa Cruz
Chris Schneider	City of Santa Cruz
Ciro Aguirre	Santa Cruz Metropolitan Transit District
Colin Jones *	Caltrans, District 5-Public Information Officer
Dario Senor*	Caltrans, District 5
Dan Herron*	Caltrans, District 5
Dave Nelson	Caltrans, District 4-Maintenance
Deb Larson	Caltrans, District 5-Traffic Safety
Donna Ziel*	Santa Cruz County-Commission Alternate
Doug Hessing *	Caltrans, District 5-Project Manager
Earl Sherman *	Caltrans, District 4-Maintenance
Ernesto Ramirez *	Caltrans, District 4-Maintenance
Esther Esquivel	Caltrans Headquarters-Engineer Technician
Evan Kapel	California Highway Patrol
Frank Bauer*	Santa Cruz Metropolitan Transit District
Gary Richards	San Jose Mercury News
Gavin Hansen	California Highway Patrol-Santa Cruz Area
George Dondero	Santa Cruz County Regional Transportation Commission
Ginger Dykaar*	Santa Cruz County Regional Transportation Commission
Grace Blakeslee*	Santa Cruz County Regional Transportation Commission
Grant Boles	California Highway Patrol-Santa Cruz Area
Hans Larsen	City of San Jose
Jacques Van Zeventer*	Caltrans, District 5
Jack Ladd	Ladd's Auto Body & Towing/AAA
Jack McPhillips	City of Santa Cruz-Police Department
Jaime Maldonado	Metropolitan Transportation Commission-SAFE
Janean Reynolds*	California Highway Patrol
Jarrett Winter	County of Santa Clara-Fire Department
Jean Getchell	Monterey Bay Unified Pollution Control District
Joanna Fox*	Metropolitan Transportation Commission-SAFE
John Hohmann	City of Scotts Valley-Police Department
John P Weiss	City of Scotts Valley-Police Department
John Thomas	Caltrans, District 4-Project Manager
Julie Gonzalez*	Caltrans, District 5-
Joseph S Simitian	California State Senate
Jose Velasquez	Caltrans, District 4 - Maintenance
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kathy Leuterio	California Office of Traffic Safety
Ken Yeager/Megan Doyle *	Santa Clara County Supervisor
Kory Seely	California Highway Patrol
Lazaro Villareal	Caltrans, District 4-Electrical
Les Bishop*	California Highway Patrol-Santa Cruz Area
Luis Duazo	Caltrans, District 5-Project Management
Luis Mendez*	Santa Cruz County Regional Transportation Commission
Lynda Kiersted	Caltrans, District 4-Maintenance
Margot Grant*	Office of Assemblymember Rich Gordon
Mark Powers	Caltrans, District 4-TMC



2011 Safe on 17 Task Force Members (cont'd)

<b>Name</b>	<b>Organization</b>
Mark Stone	County of Santa Cruz-Supervisor
Mark Ballentine*	Caltrans, District 5-Traffic Safety
Marshall Ballard *	Valley Transportation Authority-Administration
Martin Wittmers	Caltrans, District 5-Electrical
Masoud Akbarzadeh	County of Santa Clara-Airports & Roads
Mike Mc Murry	City of Scotts Valley-Fire Chief
Neil Wiley	Mountain Network News
Paul DeOcampo	City of Santa Cruz-Police Department
Patrick Dussell*	Caltrans, District 5-Construction
Pranav Shah *	Caltrans, District 4-Traffic Systems
Ramin Bolourchian*	Caltrans, District 4-Transportation Management Center
Richard Blacksten*	Caltrans, District 4-Maintenance
Roger Wildey	County of Santa Cruz
Russell Ellingworth *	Caltrans, District 5-Maintenance
Sarah Jackson*	California Highway Patrol
Scott Morris *	Caltrans District 5
Scott Wood	California Highway Patrol-Santa Cruz
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shanna McCord	Santa Cruz Sentinel
Shawn Enjily*	Caltrans, District 4-Design
Shayne Sandeman*	Caltrans, District 5
Spencer Boyce*	California Highway Patrol
Susana Cruz *	Caltrans, District 5-Public Affairs
Tom Barnett *	Caltrans, District 5-Maintenance

\*Attended Safe on 17 Meeting in 2011



# NEWS



CONTACT: Fran Clader  
(916) 843-3310

Office of Media Relations  
601 N. 7th Street  
Sacramento, CA 95811

## FOR IMMEDIATE RELEASE

March 25, 2011

11-09

### **CHP PLANNING STATEWIDE ENHANCED SPEED ENFORCEMENT**

SACRAMENTO, Calif. – Motorists traveling at an unsafe speed is consistently found to be the number one primary collision factor (PCF) in injury collisions in California; it is among the top three PCFs when it comes to fatal collisions.

“Speed is one of the most prevalent factors when it comes to fatal and injury collisions, which is a significant public safety concern,” said California Highway Patrol (CHP) Commissioner Joe Farrow. “The CHP primarily exists to save lives and we’re committed to reducing the number of people killed and injured annually in California.”

To help slow the pace of the number of speed-related collisions, the CHP is conducting an enforcement project statewide.

In 2009, the most recent year for which finalized data from the Statewide Integrated Traffic Records System is available, speed was indicated as the primary collision factor in roughly 30 percent of all crashes in the state; that year there were 423 fatal collisions in addition to the 47,869 injury crashes due to unsafe speed.

Through the federal grant-funded “*Comprehensive Approach to Reducing Speed III Project*” (CARS III), the CHP will focus on reducing the number of victims killed and injured in speed-caused collisions along state highways and county roads. The CARS III project also places special emphasis on reducing the number of motorcyclists injured and killed in speed-related collisions.

Throughout the effort, specific attention will be paid to 15 state highways which have a high rate of fatal, speed-related collisions, including: Interstate 5, state Route 299, Interstate 15, state Route 99, Interstate 10, state Route 1, Interstate 80, state Route 60, Interstate 710, U.S. Route 101, Interstate 405, U.S. Route 50 and Interstate 880.

“Speed-related collisions are the result of poor decision making on the part of the driver,” added Commissioner Farrow. “Hopefully, with an aggressive enforcement effort, the mere presence of a patrol vehicle will encourage motorists to slow to a safe, legal speed – those that don’t will pay the price.”

Funding for the CARS III project is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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# NEWS



CONTACT: Fran Clader  
(916) 843-3310

Office of Media Relations  
601 N. 7th Street  
Sacramento, CA 95811

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**FOR IMMEDIATE RELEASE**

April 11, 2011

11-13

## **THERE'S SAFETY IN EDUCATION FOR STATE'S SENIOR DRIVERS**

SACRAMENTO, Calif. – California's senior citizen population is one of the fastest growing driving-age demographics in the state. According to the California Department of Finance, there will be more than six million seniors aged 65 and over by the year 2020 in this state.

"Getting older does not mean the end of a person's driving days," said California Highway Patrol (CHP) Commissioner Joe Farrow. "It's the perfect time to evaluate, improve and maintain the safety and mobility of California's senior drivers."

With more and more seniors taking to the roads every year, the CHP has received a federal grant that will not only help educate senior drivers and raise their awareness about how to keep safe on the roads, but will ultimately assist in the CHP's mission of saving lives.

The overall goal of the "*Keeping Everyone Safe (KEYS) II*" grant is to reduce the number of fatal and injury collisions caused by senior drivers (aged 65 and over) within CHP jurisdiction by 5 percent by Sept. 30, 2011.

To achieve this goal the CHP will launch a statewide public education and awareness campaign focusing on senior traffic safety and mobility. Television and radio public service announcements and community-based committees will be established. These committees will collaborate to assess the issues most relevant to senior drivers and to make recommendations to address the needs of the senior driving community. These committees will include members from public and private organizations, including law enforcement, health and aging professionals, transportation agency representatives and other interested parties. In addition, CHP personnel will conduct public awareness and educational presentations statewide.

"With California's senior population doubling in size by 2020, we need to take care of our older drivers, passengers and pedestrians using our roadways," added Commissioner Farrow.

This grant is presented in collaboration with the California Department of Motor Vehicles.

Funding for the "*Keeping Everyone Safe (KEYS) II*" grant was provided by the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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# NEWS



CONTACT: Fran Clader  
(916) 843-3310

Office of Media Relations  
601 N. 7th Street  
Sacramento, CA 95811

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**FOR IMMEDIATE RELEASE**

December 8, 2011

11-36

## **CHP HELPS TEENS GET A JUMP START ON GOOD DRIVING HABITS**

SACRAMENTO, Calif. –Learning the correct rules, laws, and proper driving etiquette are a few steps new drivers can take to help them get off to a good start to becoming responsible motorists. Through its “*Start Smart*” driving curriculum, the California Highway Patrol (CHP) is hoping to help teens develop into responsible drivers as they embark on their driving future.

“Many teens are eager to get their driver license when they turn 16 and may not realize the huge responsibility that comes with that privilege,” said CHP Commissioner Joe Farrow.

Every year, thousands of collisions occur in California involving teen drivers. According to the Statewide Integrated Traffic Records System, from 2007 through 2009, there were more than 31,000 fatal and injury crashes involving at least one teen driver between the ages of 15 and 19. Those same collisions resulted in 743 people killed and more than 48,000 injuries. However, it’s worth noting that over the course of those three years, fatal and injury collisions involving teens decreased by approximately 30 percent and 22 percent, respectively.

“Through continued education we can keep the momentum going in the right direction,” said Commissioner Farrow. “We invite new teen drivers, parents and guardians to attend a ‘*Start Smart*’ class in their community to better prepare them for the road.”

CHP personnel will conduct “*Start Smart*” presentations throughout the state at venues ranging from youth events to community activities. The target audience for the two-hour presentations is teens, 15 through 19 years old, and their parents or guardians.

“*Start Smart*” driving classes are designed to provide an interactive safe driving awareness class which will illustrate how poor choices behind the wheel of a car can affect the lives of numerous people. “*Start Smart*” also focuses on responsibilities of newly licensed drivers, their parents and guardians, and collision avoidance techniques.

Funding for the program is provided by a grant awarded by the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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# NEWS



CONTACT: Fran Clader  
(916) 843-3310

Office of Media Relations  
601 N. 7th Street  
Sacramento, CA 95811

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**FOR IMMEDIATE RELEASE**

December 15, 2011

11-38

## **SLOWING DOWN THE PROBLEM OF SPEED ON THE STATE'S ROADS**

*CHP hopes federal grant will provide a quick fix to reducing speed-related collisions*

SACRAMENTO, Calif. – Speed is the number one cause of traffic collisions, and the California Highway Patrol (CHP) has embarked on a statewide campaign to combat fatal and injury collisions caused by speed. The anti-speed enforcement efforts of the “*Focused Attention Towards Enforcing Speed*” (FATES) continue through Sept. 30, 2012.

“We all know speeding is very, very dangerous. Leave a little extra time to get to your destination,” said CHP Commissioner Joe Farrow. “It isn’t worth the consequences of injuries or worse yet, the death of your friends and loved ones.”

The objectives of the grant are to reduce the number of speed-related collisions occurring throughout the state, save lives, and prevent serious injury. Some of the strategies that the CHP will employ to achieve these goals include enhanced enforcement and radar trailer deployments.

In addition to the enforcement efforts, public awareness campaigns and safety presentations will be held at schools, employee safety days, local auto events and other community functions throughout the state. The consistent message to each audience is that speed kills.

“Nearly one-third of fatal and injury collisions in California are a direct result of speed,” added Commissioner Farrow. “Drivers need to be aware of the current conditions and the posted speed limit.”

Funding for the *FATES* project is provided by a grant awarded by the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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