



Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
(Also serves as the Social Service Transportation Advisory Council)

AGENDA ~ 1:30pm- 3:30pm, Tuesday, February 9, 2016

Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95062 (2nd Floor)

1. **1:30pm – Call to Order**
2. **1:30pm - Introductions**
3. **1:35pm - Oral communications**
4. **1:40pm- Additions or deletions to the consent or regular agenda**

1:42pm- CONSENT AGENDA

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

5. **Approve Minutes from December 8, 2015 – pg 4**
6. **Receive RTC Meeting Highlights – pg 7**
7. **Receive Transportation Development Act Revenues – pg10**
8. **Approve Appointment of Alya Ross as 4th District E&D TAC Committee Member - pg 11**
9. **2016 E&D TAC Roster – pg 13**
10. **FY16/17 TDA Claims Funding Cycle Calendar – pg 15**
11. **Receive Information Items – pg 17**

- a. National Council on Disability November 2015- Self Driving Car Report Executive Summary, full report available:

https://www.ncd.gov/sites/default/files/NCD_AutomatedVehiclesReport_508-PDF.pdf

12. Receive Agency TDA Reports - 23

- a. Volunteer Center – 2nd Quarter FY15-16 TDA Report
- b. Community Bridges- 1st Quarter FY15-16 TDA Report
- c. Santa Cruz Metro

13. Receive Agency Updates *(other than items on the regular agenda)*

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
 - i. ParaCruz Report
 - ii. SCMTD Board Items

REGULAR AGENDA

- 14. 1:45pm- E&D TAC Committee Report 2012-2015 – pg 25**
- 15. 2:00pm- Review 2016 Preliminary Draft Unmet Needs – pg 32**
- 16. 2:15pm- Transportation Expenditure Plan- Mobility Access Funding Category – pg 42**
- 17. 2:45pm- Metro Title VI Program Report- pg 55**
- 18. 2:55pm- Transit Planning for All Grant Application – pg 57**
- 19. 3:10pm- Pedestrian Safety Workgroup Update (Pedestrian hazard Report)**
- 20. 3:20pm- 2016 E&D TAC Meeting Schedule – pg 59**
- 21. 3:25pm– Notice Chair and Vice Chair Election at April Meeting pg 62**
- 22. 3:30pm- Adjourn**

Next meeting: 1:30 pm, April 12, 2015 @ City of Watsonville Community Room, Watsonville

Future Topics: Accessibility in the San Lorenzo Valley, Pedestrian FAQ, San Mateo paratransit presentation, rides to election sites, Uber Car, Handicapped Parking Spaces in downtown Santa Cruz

HOW TO REACH US

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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



Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Draft Minutes

Tuesday, December 08, 2015

**Regional Transportation Commission Office
1523 Pacific Avenue, Santa Cruz, CA 95060**

1 Call to Order: 1:32 pm

2. Introductions

Members Present:

Pam Arnsberger, 2nd District
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Social Services Provider- Disabled
Cara Lamb, Potential Transit User

Alternates Present:

Brent Gifford, 1st District
Laura Diaz, Community Bridges, Lift Line
Patty Talbott, Senior Services Provider

RTC Staff Present:

Grace Blakeslee
George Dondero
Ginger Dykaar
Cathy Judd
Rachel Moriconi

Excused Absences:

Debbi Brooks, Social Service Provider- Persons
of Limited Means

Unexcused Absences:

Michael Molesky, Social Service Provider
Disabled
Greta Kleiner, Potential Transit User Disabled

Others Present:

Raymon Cancino, Community Bridges
Daniel L Zaragoza, SCMTD

3. Oral Communications

- Metro Headways available in large print
- Metro offers free stoke securement straps upon request
- Metro is revising its bylaws and will change the frequency of its meetings which will affect how items are added to Metro Board and committee agendas

4. Additions or deletions to consent and regular agenda

- Move Item 10, 2016 Transportation Ballot Measure-Expenditure Plan Update from the Consent Agenda to Item 14a on the Regular Agenda
- Add on pages provided for Item 8, E&D TAC Member Reappointments, and Item 14a, 2016 Transportation Ballot Measure-Expenditure Plan Update

CONSENT AGENDA

Action: The motion (Arnsberger/Daugherty) - - to approve the minutes from the October 13, 2015, E&D TAC meeting - - carries.

Ayes: Pam Arnsberger, Lisa Berkowitz, John Daugherty, Veronica Elsea, Sally French, Cara Lamb, Brent Gifford, Laura Diaz, Patty Talbott

Nays: None

Abstain: None

Action: The motion (Daugherty/Lamb) - - to approve the consent agenda Items 6 through 13, moving Item 10 from the Consent Agenda to Item 14a on the Regular Agenda - - carries.

Ayes: Pam Arnsberger, Lisa Berkowitz, John Daugherty, Veronica Elsea, Sally French, Cara Lamb, Brent Gifford, Laura Diaz, Patty Talbott

Nays: None

Abstain: None

5. Approved minutes from October 13, 2015 meeting
6. Received Transportation Development Act Revenues Report
7. Received RTC Meeting Highlights
8. Recommend RTC Approve E&D TAC Member Reappointments
9. Received Information Regarding the Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment
11. Received Information Items
 - a. Letter on October 23, 2015 from E&D TAC to City of Watsonville Regarding Support for Funding City of Watsonville Complete Streets Plan
12. Received Agency TDA Reports
 - a. CTSA FY14-15 Final Report
 - b. Volunteer Center FY14/15 Final Report
 - c. Volunteer Center FY 15/16 1st Quarter Report
13. Received Agency Updates
 - a. Santa Cruz Metro
 - i. ParaCruz Report for August & September 2015
 - ii. Accessible Service Report for July, August & September 2015

REGULAR AGENDA

- 14a. Received November 2016 Transportation Ballot Measure-Expenditure Plan Update **(moved from the Consent Agenda)**

George Dondero, RTC Executive Director discussed the November 2016 Transportation Ballot Measure-Expenditure Plan Development. At the December 3, 2015 meeting, the Regional Transportation Commission approved a Transportation Expenditure Plan for a ½ cent sales tax measure for the November 2016 ballot, including percentages of revenues for five transportation

investment categories: Neighborhood Projects, Highway Corridors, Mobility Access, Active Transportation, and Rail Corridor.

Members discussed:

- How funds are apportioned to Metro
- How Metro will decide how funds are used
- If TDA funds would be freed up to apply to paratransit
- How and when the E&D TAC could express input/provide comment
- Invite Metro to the February E&D TAC meeting to discuss the Expenditure Plan

14b. Provided Input on Draft 2016 State and Federal Legislative Programs

Rachel Moriconi, Senior RTC Transportation Planner discussed the Draft 2016 State and Federal Legislative Programs and reported on Fixing Americas Surface Transportation, FAST Act. E&D TAC members were asked to provide input on Regional Transportation Commission (RTC) Draft 2016 State and Federal Legislative Programs and identify any legislative issues or shortfalls in funding that the RTC should pursue or monitor in 2016. The Regional Transportation Commission (RTC) is schedule to approve the Legislative Programs in early 2016.

15. Received Rail Transit Feasibility Study – Final Report

Rachel Moriconi, Senior RTC Transportation Planner discussed the Rail Transit Feasibility Study – Final Report. The Regional Transportation Commission (RTC) was awarded a transit planning grant to analyze rail transit service along the Santa Cruz Branch Rail Line. The study included cost, ridership, and funding information for a range of public transit service scenarios within the most populated sections of the rail corridor. Based on comments received on the draft study, the study was updated to provide clarification and additional information on several topics.

16. Provided Input on 2040 Regional Transportation Plan Update

Ginger Dykaar, RTC Transportation Planner discussed the 2040 Santa Cruz County Regional Transportation Plan. The Regional Transportation Commission (RTC) is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP will be a minor update to the 2014 RTP and is planned for adoption in June 2018 in coordination with AMBAG and the 2040 MTP/SCS. RTC staff requests input from Elderly and Disabled Transportation Advisory Committee (E&D TAC) on the draft goals, policies and targets for the 2040 RTP. RTC staff request that the E&D TAC review the 2014 RTP project list for which at least 10% of the estimated project cost related to pedestrian, transit, or paratransit and provide new project ideas for the 2040 Regional Transportation Plan. Comments are due to Ms. Dykaar by December 22 and she will come back to the Elderly and Disabled Transportation Advisory Committee (E&D TAC) in February.

Members offered:

- That they would like to see an option included in public transportation of the need for riders to carry groceries or packages on the bus
- If there would be an upgrade or change to parking facilities due to changes in how people drive
- To include a county-wide policy to increase awareness of accessible components (pedestrian beacons, etc.) considered during construction

17. Pedestrian Safety Workgroup Update

Veronica Elsea, Chair for the Pedestrian Safety Workgroup mentioned that the committee continues its work on *What Bicyclists and Pedestrians Want Each Other to Know* brochure. The Committee will be working with the Bicycle Advisory Committee on input for this brochure. The Workgroup also continues plans for distribution options for *What Pedestrian and Motorists Want Each Other to Know* brochure. The next meeting of the Pedestrian Safety Workgroup is Tuesday, December 15th from 9:30 am to 11:30 am in the RTC conference room. Ms. Elsea continues her representation of the Elderly and Disabled Transportation Advisory Committee (E&D TAC) for the Active

Transportation Plan Committee for the City of Santa Cruz, and the State Caltrans Accessibility Committee and the Class IV Bikeways Design Committee. Ms. Elsea mentioned that this Committee has a vacancy and encourages members to consider attending the next meeting.

18. Adjourn 3:20 pm

Respectfully submitted, Cathy Judd, RTC Staff

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Santa Cruz County Regional Transportation Commission (RTC)

December 3, 2015 Meeting Highlights

Appointment of 2016 RTC Chair and Vice Chair

The new RTC chair for 2016 will be Commissioner Don Lane. The Vice Chair will be Commissioner Zach Friend. Congratulations to both.

November 2016 Transportation Ballot Measure – Expenditure Plan

After public input and thoughtful discussion, the [Regional Transportation Commission](#) approved an Expenditure Plan with five transportation investment categories. This action follows approval of a Long Range Transportation Plan that identified a severe funding shortfall and the benefit of becoming a “self help” county to be more competitive for state and federal funding. Commissioners emphasized that this package of projects is fair and balanced, represents the diverse transportation needs in our community, and provides an opportunity to invest in our infrastructure, our environment, our economy and our future. The 30 year, ½ cent sales tax funded Transportation Funding Measure to be placed on the November 2016 presidential ballot would include:

- Neighborhood Projects 30% – Funding to cities and county for their high priority eligible projects such as repair and maintenance of local streets and roads; school traffic safety and safe routes to school; bicycle and pedestrian facilities; and other safety improvement projects. Also included are Highway 9 projects in the San Lorenzo Valley; and the Highway 17 Wildlife Undercrossing to improve safety for wildlife and motorists.
- Highway Corridors 25% – Funding for the three auxiliary lane projects on Highway 1 including 41st Ave to Soquel Dr, Bay/Porter to Park Ave, and Park Ave to State Park; two bicycle/pedestrian highway crossings; transportation systems management programs to inform travelers of real-time traffic conditions and encourage carpool/vanpooling; and Safe on 17 programs and Freeway Service Patrol to help reduce congestion and collisions.
- Mobility Access 16% - Funding primarily for specialized transportation services to meet the needs of the area’s aging and disabled populations including Santa Cruz METRO’s paratransit and Community Bridges transportation service.
- Coastal Rail Trail 15%– Funding to construct, operate and maintain sections of the Monterey Bay Sanctuary Scenic Trail.
- Rail Corridor 14% – Funding to maintain the track and bridge infrastructure; environmental analysis of passenger rail transit options; Watsonville/Pajaro Valley Train Station connection with the Capital Corridor and Coast Daylight

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

train services; improvement, upgrade and installation of signals at railroad crossings; and underground conduit and/or pipes to facilitate utilities including Internet service.

Rail Transit Study – final report

The [Regional Transportation Commission](http://www.sccrtc.org) received the [Rail Transit Feasibility Study: Final Report](http://www.sccrtc.org/rail) (www.sccrtc.org/rail), prepared by the transit consultant Fehr & Peers. The study evaluates a range of potential public transportation options between Watsonville and Santa Cruz using the Santa Cruz Branch Rail Line, includes cost, ridership, and funding information, and suggests parameters and steps for phased transit service. Based on the many comments received from the public on the draft report earlier this year, the study was updated to provide clarification and additional information on several topics. Prior to deciding whether to implement service on the rail line, more detailed environmental analysis and preliminary design work would be done.

Adoption of the 2016 Regional Transportation Improvement Program (RTIP)

The [Regional Transportation Commission](http://www.sccrtc.org) approved schedule, scope, and other information updates to projects previously approved by the RTC for certain state and federal transportation funds, as part of adoption of the *2016 Regional Transportation Improvement Program (RTIP)*. Due to lowered state gas tax revenues and diversion of transportation funds to repay state bond debt service, no new State Transportation Improvement Program (STIP) funding is available and the California Transportation Commission (CTC) will be delaying many projects through 2021. The RTC is urging the state to minimize delays to projects in Santa Cruz County.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2015-2016**

MONTH	FY14 - 15 ACTUAL REVENUE	FY15 - 16 ESTIMATE REVENUE	FY15 - 16 ACTUAL REVENUE	DIFFERENCE DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	591,100	602,922	601,300	-1,622	-0.27%	99.73%
AUGUST	788,200	803,964	801,800	-2,164	-0.27%	99.73%
SEPTEMBER	791,871	807,709	872,384	64,675	8.01%	102.75%
OCTOBER	616,700	629,034	617,500	-11,534	-1.83%	101.74%
NOVEMBER	822,300	838,746	823,300	-15,446	-1.84%	100.92%
DECEMBER	719,449	733,838	917,127	183,289	24.98%	104.92%
JANUARY	601,300	580,629	631,600	50,971	8.78%	105.37%
FEBRUARY	801,800	758,764	0			
MARCH	739,331	835,900	0			
APRIL	524,400	524,826	0			
MAY	699,200	699,732	0			
JUNE	853,689	812,340	0			
TOTAL	8,549,340	8,628,404	5,265,011	268,169	3.11%	61%

Note:

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COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Alya Ross

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: [REDACTED]

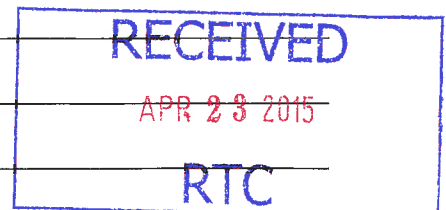
Length of residence in Santa Cruz County: 25 years

Position(s) I am applying for: ☐ Any appropriate position

☒ Elderly & Disabled Transportation Advisory Committee ☐

Previous experience on a government commission or committee (please specify)

No government experience



Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Watsonville Rotary Club	Po Box 282 Watsonville, CA 95076	Secretary	June 2014 to Current
Meals on Wheels	1717 Capitola Road Santa Cruz CA 95062	Volunteer Driver/Delivery	2013 to Current
owner Accessible Health Care CC	1515 Capitola Road Suite L Santa Cruz, CA 95062	owner	1/2011

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

[Redacted Signature]

April 16, 2015
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other - Request sent to me at
The Watsonville Rotary

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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Santa Cruz County Regional Transportation Commission's
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster –January 2016

<u>Members</u>	<u>Representing</u>	<u>Alternate</u>
Clay Kempf (2019) –pending	Social Service Provider - Seniors	Patty Talbot (2019)-pending
vacant	Social Service Provider - Seniors (County)	vacant
Sally French (2019)-pending	Social Service Provider - Disabled	Sheryl Hagemann (2017)
Michael Molesky (2017)	Social Service Provider - Disabled (County)	vacant
Debbie Brooks (2019) -pending	Social Service Provider - Persons of Limited Means	Donna Patters (2018)
Lisa Berkowitz (2019) -pending	CTSA (Community Bridges)	Bonnie McDonald (2017)
Kirk Ance (2017)	CTSA (Lift Line)	Laura Diaz (2018)
John Daugherty, vice chair (2019)- pending	SCMTD (Metro)	April Warnock (2017)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
Greta Kleiner (2018)	Potential Transit User (Disabled)	vacant

(Year in Parentheses) = Membership Expiration Date

Santa Cruz County Regional Transportation Commission's
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)
and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster –January 2016

<u>Members</u>	<u>Representing</u>	<u>Alternate</u>
<u>Supervisory District Representatives</u>		
Brent Gifford - (2019)-pending	1st District (Leopold)	vacant
Pam Arnsberger (2018)	2nd District (Friend)	vacant
Veronica Elsea, Chair (2019) -pending	3rd District (Coonerty)	Charlie Levine (2018)
Alya Ross (2019)-pending	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

Staff

Grace Blakeslee, Transportation Planner, RTC 460-3219, gblakeslee@sccrtc.org

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FY 2016-17 Funding Cycle Calendar

Article 8 Transportation Development Act

February

- 11 **Commission's Budget & Administration/Personnel Committee** considers preliminary FY 2016-17 budget including TDA estimates

March

- 3 **Commission** considers revised budget including TDA allocations
- 11 The **Volunteer Center, CTSA, and Metro** submit draft claims (including the claim form and back up materials) to the Commission to be included in the April E&D TAC packet.
- 14-18 **Commission staff** reviews draft claims and TDA estimates, and notifies recipients if revisions to the FY 16-17 TDA claims are necessary.
- 25 If amended, the **Volunteer Center, CTSA and Metro** submit revised draft claims to the Commission to be included in the April E&D TAC packet

April

- 12 The **E&D TAC** reviews the **Volunteer Center, CTSA, and Metro** plans for expending the TDA funds along with back up materials (including the form) and recommends approval by the SCCRTC with decision to accept claim contingent upon City of Santa Cruz approval. If more information about the expenditure plan is needed, the E&D TAC may decide to hold an additional meeting in May.*
- 15 The **CTSA and Volunteer Center** submit to the City of Santa Cruz TDA materials and a request for the City to act as the claimant
- 26 The **City of Santa Cruz** acts to approve by resolution an authorization to direct the City Manager to execute an agreement with the Volunteer Center and CTSA allowing the City to act as a claimant for TDA funds obtained from the Commission.
- 27 **City of Santa Cruz**, as the claimant, send the full claim materials (including resolution from the City of Santa Cruz and back up materials) on behalf of the **CTSA and Volunteer Center** to the Regional Transportation Commission Staff for the RTC meeting. **Commission staff** prepares the SCCRTC resolution and staff report for the RTC meeting

May

- 5 The **Commission** acts on the claims and the resolution prepared by SCCRTC staff approving the Article 8c TDA claims. The resolution will outline the amount of the claim, the payment amounts and schedule and the reporting requirements. **Volunteer Center, CTSA, and Metro** staff are encouraged attend the meeting to provide an oral overview (3 to 5 minutes max.) and answer questions should they arise.*
- 6-30 The **Commission fiscal officer** readies paperwork to begin payment of claims at the beginning of the fiscal year.

June

2

* The ***Commission*** acts on the TDA Claims if there is no RTC quorum or the agenda packet is too full in May, or if the E&D TAC schedules an additional meeting in May to review TDA claims.

[Bold italics indicate the responsible party.]

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Self-Driving Cars:

**Mapping Access to a
Technology Revolution**



National Council on Disability

November 2, 2015

EXECUTIVE SUMMARY

Self-Driving Cars: Mapping Access to a Technology Revolution explores the emerging revolution in automobile technology and the promise it holds for people with disabilities, as well as the obstacles the disability community faces to realizing that promise. The report examines the current state of the technology, current approaches to regulation, and potential technological and policy barriers to full use by people with disabilities, and provides recommendations for preventing or eliminating those barriers, including model legislative language.

The potential benefits of autonomous vehicles (AVs) can hardly be more significant, and the buzz about this newsworthy topic in the media has created the impression that they are just around the corner. Although experts in the field across all sectors, whether government or industry, agree that self-driving cars will evolve through many stages, the fully autonomous vehicles needed by many people with disabilities are most likely to appear on our roads sometime between 2020 and 2035. Regardless of when AVs are available, it is essential that they be accessible to people with diverse disabilities from the outset.

Different levels of automation will pose unique challenges to people with disabilities, and each of these conditions needs to be explored. An in-depth exploration of different levels of automation and their impact on people with diverse

disabilities (e.g., physical, sensory, intellectual/developmental, cognitive) as well as veterans with disabilities and the aging population should be conducted.

Yet the disability community knows better than any other how being involved in planning from day one is critical to a successfully accessible product, regardless of how many years in the future it lies. Due to the fast-paced development of this technology and the proprietary nature of its engineering, little information has been shared. While research reveals that the industry and government are explicitly considering disability access, insufficient information is publicly available to assess how close designers and manufacturers are to ensuring access to this very promising technology. We recommend increased transparency and involvement of the disability community as this technology continues development.

The Administration and Congress have an opportunity and the power to guarantee that self-driving cars provide a more inclusive, economically stable, and independent life for people with disabilities.

Current State of Technology of Autonomous Vehicles

The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT) established the

commonly accepted levels of automation that the path toward self-driving cars will take: Level 0 (no automation) through Level 4 (full self-driving automation). Level 4 automation will enable people with disabilities who are currently unable to obtain a driver's license to take advantage of AV technology.

This report reviews the types of technological AV systems under development, addresses their status, and charts the outlook for adoption in personal vehicles and public transit systems.

Current Federal and State Approaches to Regulation of Autonomous Vehicles

While there has been a call from AV researchers and manufacturers for federal attention, Congress' involvement has been limited to two exploratory hearings on AV technology in the House and Senate.¹ NHTSA's 2013 "Preliminary Statement of Policy,"² which has been widely adopted by researchers and states, provides a much-needed framework to bring a common understanding and language of the types of AV automation.

Some states have been reluctant to move forward with legislation or regulations on AVs. To date, four states and the District of Columbia have adopted legislation that defines AVs, allows for their testing under certain conditions, and limits the liability of the original manufacturer of cars that have been converted to operate in autonomous mode by a third party. Many states have pending legislation and some have considered, but not adopted, legislation related to AVs.³

In 2013, Thomas Bamonte, the General Counsel at the North Texas Tollway Authority, expressed concern that public agencies responsible for infrastructure have not engaged in planning for AVs, with the exception of the

Florida Department of Transportation, which is sponsoring testing on Florida roads as well as research to inform future legislation and policymaking.⁴

Moreover, it appears that some local and state transit officials and politicians are already reluctant to expand conventional public transit, stating that self-driving cars will more effectively fill the gap, without cognizance of the long wait involved and other possible barriers to realization of this hope.

Potential Technological Barriers to the Independent Use of Autonomous Vehicles by People with Disabilities

AVs present a tremendous opportunity to end exclusion and promote independence for anyone who presently cannot obtain a driver's license, but significant work remains to ensure that technological systems currently in development will enable independent use by people with disabilities. It is important that manufacturers and government agencies collaborate with stakeholders, such as the disability community, to ensure that these technologies are fully accessible and available to all.

Potential Policy and Societal Barriers to the Independent Use of Autonomous Vehicles by People with Disabilities

There are nine areas where policy decisions can affect the use of AVs by people with disabilities. While some of these barriers only affect people with disabilities, all potential users share most of them:

Driver's Licensing

Once Level 4 AVs (i.e., fully self-driving cars) are available, there is no reason for an occupant

to be licensed at all. In order for all people with disabilities, no matter where they reside, to benefit from the technology, licensing or operating requirements must be the same across all 50 states.

Currently, states set the rules for issuing driver's licenses, while NHTSA sets motor vehicle safety standards. Although NHTSA lacks legal authority to regulate state driver's licensing requirements for individuals, the agency works closely with states and the American Association of Motor Vehicle Administrators (AAMVA) on a broad range of behavioral issues, some of which relate directly to driver licensing. Examples include driver's licensing best practices and application of medical standards to drivers who are aging and individuals with disabilities. NHTSA also has been delegated responsibility to ensure that state driver's licensing policies and decisions comply with the Title II of the ADA and does so through compliance reviews and complaint investigations conducted by its Office of Civil Rights.

Because the current edifice anticipates a human driver, all standards and regulations must be revisited. Varying state licensing laws may prove to be problematic for AVs that cross state lines, and there has been consideration of national legislation that would preempt state law.⁵ In 2014, through a grant from NHTSA, the Autonomous Vehicle Best Practices Working Group convened to develop a guide for best practices to assist states in regulating autonomous vehicles and the testing of drivers who will operate them.⁶

Cost and Income Disparity Barriers

While AVs will include technologies that are expensive today, trends suggest that manufacturers will want to produce and sell these vehicles in the future. This suggests that

there will be high-end and low-end models with affordability to some degree. Where AVs circulate in a closed loop, or where they are shared and individually summoned by the user, the per-trip charge will be the only cost to the user—much like how we pay for taxis and many other car services today.

Attitudinal Barriers

Though general public polls show Americans as uncertain about the safety of AVs, industry and technology experts expect the vehicles to be far safer than cars because most auto accidents are related to driver error. As state regulators develop new licensing rules, they should consider the new capabilities of AVs and how people with disabilities can safely interact with and use these vehicles, rather than continuing restrictions based on the capabilities of old technology. As required by Title II of the ADA, restrictions on AVs must be based on evidence of actual risk, not unsupported generalizations about the capabilities of people with disabilities.

Liability

AVs present many insurance and liability issues that are not unique to people with disabilities, but some of the issues will need to be resolved to facilitate people with disabilities using self-driving cars. Fortunately, as safety and automation enhancements appear on vehicles, insurers are responding with new policies. They are also looking forward to the day when the driver disappears from behind the wheel.⁷

Privacy

AVs may involve a significant exchange of data, and privacy is a key question in developing and regulating this technology. Two such concerns

are the availability of data about disability and health status to insurers and of user habits to marketers.

Ethical Considerations

Ethical considerations abound in the frontier technology of AVs. For example, discussions are already underway about how AVs should be programmed to decide who should be injured if a crash is inevitable and no solution exists without harming someone.

Related to people with disabilities, it is unclear if the data exchanged by AVs will include information about the occupants. Such information could be used in ways influenced by prejudices in society today, including, but not limited to, prejudices about disability. NHTSA is aware of no data that could be collected or exchanged relating to a motor vehicle (AV or other) that would contain information about the potential disability of a vehicle's occupants. Nevertheless, the National Council on Disability (NCD) is concerned that the lives of people with disabilities or seniors may be devalued when these automated systems must, at lightning speed, calculate who should be injured. Accordingly, NCD recommends federal legislation that prohibits the collection or transmission of information about occupants in AVs.

Cybersecurity

Policymakers are well aware that data-intensive AVs could be hacked to cause life-threatening accidents, and cybersecurity research is underway. Cybersecurity concerns must be addressed before self-driving cars are allowed on the road. At least one policymaker, however, thinks that the security of digital systems to be used in AVs is inadequate.⁸

Infrastructure

Some experts believe that infrastructure changes—in roadways, signage, and so forth—will be necessary for reliable self-driving cars to evolve.

Vehicle-to-Vehicle Communications

Vehicle-to-vehicle (V2V) communications can further strengthen the quality of information available to AVs to make judgments about their surroundings by supplementing onboard vehicle sensors with basic safety information from surrounding vehicles. The Federal Communications Commission (FCC) has reserved a portion of a currently reserved 5.9 gigahertz bandwidth for V2V communications.

Recommendations

Adopting the recommendations in this report will ensure people with disabilities benefit from and realize the freedom of fully autonomous vehicles. The recommendations address AV accessibility; funding for research; uniformity of requirements across the 50 states that address nondiscrimination, privacy, and ethics; financing; and inclusion of disability access in future hearing testimony.

Key Recommendations include:

- All requests for proposals that provide federal funding for the research or development of AVs or their components should include a requirement that respondents demonstrate that any resulting products incorporate accessibility for people with diverse disabilities. All technology products should be required to comply with Section 508 of the Rehabilitation Act.
- The DOT should develop a framework and set of national guidelines for AV licensing at

the state level. To the extent possible, these guidelines should not impose limitations on people with disabilities. The guidelines should consider the new capabilities of AVs and how people with disabilities can safely interact with and use these vehicles.

- Congress should pass legislation requiring full accessibility for all types of common and public use AVs. Legislation should define a process that includes meetings with manufacturers, disability groups, and NHTSA. Relatedly, a disability advisory committee for automation should be created. The U.S. Access Board should be delegated the responsibility of developing standards. Existing rules, including Section

504 of the Rehabilitation Act and the Americans with Disabilities Act, should be interpreted to require accessible AVs, including additional regulation by the U.S. Department of Justice, if needed.

- Moreover, Congress should prohibit discrimination on the basis of disability by states or any other governmental authority in licensing for the use of AVs. The remedy should be the withholding of federal highway funds to states that refuse to bring their licensing rules into compliance with this federal requirement. Such a provision would parallel the approach historically taken by the Federal Government with respect to the legal drinking age.

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	Santa Cruz	SLV/SV	Watsonville	2nd Qtr Total <u>2015-2016</u>	2nd Qtr total <u>2014-15</u>
Volunteers	40	11	8	59	52
Unduplicated Clients	80	62	13	155	127
Total Rides	615	340	89	1044	1620
				0	0
Ride Requests unable to fill	13	0	12	25	0
				0	0
Unfilled requests referred other agencies	12	0	0	12	0
				0	0
Requests cancelled by client	64	14	10	88	85
				0	0
<u>Trip destinations</u>				0	0
Physician	173	118	32	323	266
Shopping & bank	158	52	17	227	200
Stroke Center				0	0
Hospitals and therapy				0	4
Convelescent homes				0	0
Doran Low Vision Center				0	0
Clinishare Dialysis				0	0
Other	1	5	0	6	3
Total	332	175	49	556	473
				0	
<u>Avg ride length (YTD)</u>	23				
<u>Total Miles driven (YTD)</u>	24,012				
<u>Total Reimbursement (YTD)</u>	\$910				

CC 20,23,26,31,32,38,39							CC 21					CC 29					CC 24,30					CC36											
#	Performance Measures to be	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP					YTD % of Goals	Qtr Total	YTD Total
		July	Aug	Sept	Qtr	YTD		July	Aug	Sept	Qtr	YTD		July	Aug	Sept	Qtr	YTD		July	Aug	Sept	Qtr	YTD		July	Aug	Sept	Qtr	YTD			
1	Unduplicated Passengers per Month	76	118	111	197	197		65	64	68	73	73		84	76	78	103	103		99	93	100	112	112		0	0	0	0	0		485	485
2	Total Passenger Trips (Units of Service) per Month	351	374	376	1,101	1,101	19%	1,519	1,491	1,564	4,574	4,574	27%	209	236	216	661	661	28%	2,830	2,634	2,562	8,026	8,026	25%	0	0	0	0	0	0%	14,362	14,362
3	Number of Incidents per Month	1	0	0	1	1		0	1	0	1	1		0	0	0	0	0		2	2	2	6	6		0	0	0	0	0		8	8
4	Number of Accidents per Month	0	0	0	0	0		0	1	0	1	1		0	0	0	0	0		0	0	1	1	1		0	0	0	0	0		2	2
5	Number of Mechanical Failures (including lift failure) per Month	0	1	1	2	2		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	1	1	1		0	0	0	0	0		3	3
6	Number of No-Shows per Month	25	61	34	120	120		N/A	N/A	N/A	0	0		N/A	N/A	N/A	0	0		107	82	90	279	279		N/A	N/A	N/A	0	0		399	399
7	Number of Turndowns or Referrals per Month	14	0	0	14	14		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		14	14
8	Total Donations per Month	\$264	\$434	\$545	\$1,243	1243		N/A	N/A	N/A	\$0	-		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		\$1,243	\$1,243
9	Operating Cost per Passenger Trip				\$57.25				\$7.72				\$11.67				\$13.28					#DIV/0!											
10	Operating Cost per Vehicle Service Hour				\$47.57				\$50.68								\$55.96					#DIV/0!											
11	Passengers per Vehicle Service Hour				0.83				6.58								4.22					#DIV/0!											
12	Passengers per Vehicle Service Mile				0.12				0.47								0.27					#DIV/0!											
13	Van Mileage per Program				9,381				9,634								29,592												0				

Footnotes:
* Medical - Lift Line is increasing outreach and personnel to meet goals
* Taxi Scrip service units and demand continue to increase.
* Line 9 includes both taxi and Lift Line costs and units of service combined.
* Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Draft Elderly & Disabled Transportation Advisory Committee's-
Committee Report 2012-2015

RECOMMENDATIONS

RTC staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Provide input on the draft Elderly & Disabled Transportation Advisory Committee's - Committee Report 2012-2015;
 2. Direct RTC staff to present the final Committee Report 2012-2015 to the RTC; and,
 3. Recommend locations for distributing the Committee Report 2012-2015.
-

BACKGROUND

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) has a host of responsibilities, which consist of monitoring specialized transportation needs in Santa Cruz County, providing input and advocacy for specialized transportation projects, funding oversight, developing the list of unmet needs, and internal committee functions such as maintaining membership, encouraging broad participation, and alternate positions and chair/vice chair elections. A Committee Report outlines the E&D TAC's accomplishments and activities.

DISCUSSION

The E&D TAC was very active in addressing the committee's objectives from 2012-2015. The E&D TAC effectively participation in activities related to transportation services and projects, public outreach, planning, and funding oversight during the three- year period. Some of the highlights of the Committee's include the following:

- Identified the most serious unmet paratransit and transit needs in Santa Cruz County
- Supported pedestrian improvements in Wastonville, Aptos, Scotts Valley, Santa Cruz and San Lorenzo Valley
- Supported developments of a multi-use trail network
- Conducted extensive outreach to inform the public about what makes a good sidewalk
- Reviewed and recommended approval of Transportation Development Act claims for the Santa Cruz Metropolitan Transit District, Community Bridges/Lift Line and the Volunteer Center
- Conducted extensive outreach to ensure broad representation and to recruit Committee members and ensure broad representation

- Examined the benefits of transportation projects for seniors and people with disabilities.

RTC staff recommends that the E&D TAC provide input on the draft Committee Report 2012-2015 and to direct RTC to present the final Committee Report 2012-2015 to the RTC.

The Committee Report is one mechanism for educating the public about transportation issues specific to seniors and people with living with disabilities. To inform the public and the RTC about the E&D TAC activities and encourage broad participation in the development of transportation policy and projects, **RTC staff requests that the E&D TAC provide input on locations to distribute the Committee Report.**

SUMMARY

As a way to inform the public and the RTC about the E&D TAC activities and encourage broad participation in the development of transportation policy and projects, Committee Reports are prepared. Attached is the draft Elderly and Disabled Transportation Advisory Committee's- Committee Report 2012-2015 highlighting the recent committee's actions.

Attachments:

1: Draft Elderly & Disabled Transportation Advisory Committee Report- Committee Report 2012-2015

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The Santa Cruz County Elderly & Disabled Transportation Advisory Committee

...

Draft Committee Report

...

A Review of the Work and Accomplishments of the Elderly and Disabled Transportation Advisory Committee (2012-2015)

Committee Members (Alternates):

Brent Gifford
Pam Arnsberger
Veronica Elsea (Charlie Levine)
Caroline Lamb
Greta Kleiner
Debbi Brooks (Lois Connell)
Sally French (Sheryl Hagemann)
Clay Kempf (Patty Talbot)
Michael Molesky
John Daugherty (April Warnock)
Kirk Ance (Laura Diaz)
Lisa Berkowitz (Bonnie McDonald)

First Supervisorial District
Second Supervisorial District
Third Supervisorial District
Potential Transit User – 60+
Potential Transit User -Disabled
Social Service Provider – Persons of Limited Means
Social Service Provider – Disabled
Social Service Provider – Seniors
Social Service Provider – Disabled (County)
Santa Cruz METRO
Consolidated Transportation Services Agency – Lift Line
Consolidated Transportation Services Agency – Community
Bridges

The Elderly & Disabled Transportation Advisory Committee's Regional Role

The Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee -- also serving as the state-designated Social Services Transportation Advisory Council -- is a group of members of the public, transportation providers, and social service agency representatives who meet every two months to determine planning, funding, and policy for specialized transportation to serve Santa Cruz County's seniors and people with physical, mental and/or economic disabilities.

One of the essential functions of this advisory committee is to provide broad and significant insight to the Regional Transportation Commission, the Santa Cruz Metropolitan Transit District and Community Bridges about the transportation needs, policies and issues affecting seniors and individuals living with disabilities. Meeting the specialized transportation needs of diverse populations in a mixed rural and urban county can be extremely challenging, and the Elderly & Disabled Transportation Advisory Committee is actively engaged in monitoring existing services, from public and non-profit to private, for-profit services.

Members of this committee have direct and personal experience with quality-of-life concerns related to maintaining full and independent lives through access to mobility assistance. Members are the voice for the approximately 10% of the population that are seniors of which approximately half are disabled and over 7% are below the poverty line. The population of seniors in Santa Cruz County will grow to make up close to 20% of the population by 2035. As this population group continues to grow, planning activities for specialized transportation services throughout the region will become even more important.

Among the specialized transportation service providers in Santa Cruz County are: the Americans With Disabilities Act -Mandated Paratransit program, *ParaCruz*, operated by Metro; the countywide *Lift Line* transportation by Community Bridges, the designated Consolidated Transportation Services Agency; various private operators, including *taxi* companies and for-profit medical transport service; a collection of informal and volunteer efforts to provide vital and personal transportation services to individuals whose mobility needs would otherwise be unmet.



Geographical information for each project or action is noted as follows: A – All the county, S– Santa Cruz, V–Scotts Valley, C–Capitola, W–Watsonville, I–unincorporated county areas.

(1) Transportation Services & Projects

The Elderly & Disabled Transportation Advisory Committee identified the most serious unmet paratransit and transit needs in Santa Cruz County and communicated priorities to the public and decision makers (A):

- Fixed-route transit and paratransit service to areas with high concentrations of seniors, disabled and low income individuals, particularly in south county.
- Increase frequency and span of transit service in densely population areas
- Paratransit service to areas outside ADA mandated paratransit service area
- Sidewalks and pedestrian improvements that provide universal access between transit stops and activity centers
- Easy to understand information about transit and specialized transportation
- Bus stop improvements to make ADA accessible



The E&D TAC supported pedestrian improvements in Watsonville, Aptos, Scotts Valley, Santa Cruz, San Lorenzo Valley to repair and install sidewalks, curb cuts, crosswalks and bus stops and construct dedicate pedestrian and bicycles paths. (S,V,W,I)

The Committee provided input to the development of the Monterey Bay Scenic Sanctuary Trail to support universal access to open spaces and separated pedestrian and bicycle facilities. (S, I)

The E&D TAC participated in the design of the Santa Cruz Metro Pacific Station to encourage the inclusion of design features that are convenient and comfortable for seniors and people with disabilities. (S)

The Committee endorsed new paratransit vehicles for use by Metro. (A)

The E&D TAC reviewed the Metro's ParaCruz Customer Guide & Fixed Route Discount Fare Program to attest to the experience of seniors and people with disabilities using transit services. (A)

(2) Public Outreach & Information

The Pedestrian Safety Work Group, a subcommittee of the E&D TAC, conducted extensive outreach activities to inform the public about what makes a good sidewalks, maintenance responsibilities, pedestrian and motorist safety, and how to report problem sidewalk conditions. The Pedestrian Safety Work Group distributed copies of the 'What Pedestrians and

Motorists Want Each Other to Know' brochure across Santa Cruz County in English and Spanish. (A)

The Committee worked on the Community Traffic Safety Coalition's Bicycle and Pedestrian Construction Safety Guidelines to protect all for all users during construction by providing a list of hazards and recommended safety and access measures. (A)



The E&D TAC reached out to Open Streets Event coordinator to convey ideas to increase participation and outreach to seniors and people with disabilities in events. (S, W)

The Committee provided input on the Monterey Bay Public Participation Plan which includes outreach strategies for all transportation agencies in the Monterey Bay Area. (A)

The E&D TAC assisted with the Bus Use of Aging and Disabled Adults and Transit Ridership Survey design to garner broad participation and effective data collection. (A)

The E&D TAC conducted extensive outreach to recruit Committee members to advice on transportation policy, planning and funding and fill all vacant positions. The RTC seeks a broad representation of people from different geographic location in Santa Cruz County. (A)

(3) Transportation Planning

The Committee engaged in long range transportation planning to examine the benefits of transportation projects for seniors and people with disabilities were effectively measured and priority projects included. (A)

The Committee worked closely with the Metro regarding the Short Range Transit Plan to identify transit and paratransit priorities. (A)

The Committee reviewed the Monterey Bay Area Complete Streets Guidebook to establish complete street project designs that reflect the needs of seniors and people with disabilities. (A)

The E&D TAC participated in the development of the Monterey Bay Coordinated Public Transit and Human Services Plan to reflect the needs and strategies to meet the needs of Santa Cruz County seniors and people with disabilities. (A)

The E&D TAC provided input on the RTC Rail Feasibility Study to communicate the perspective of seniors and people living with disabilities in rail transit service. (A)

The Committee engaged in development of the City of Santa Cruz Active Transportation Plan to bring attention to design features and projects that support the transportation needs of seniors and people living with disabilities. (A)

The Committee monitored the RTC's State and Federal Legislative Program to identify areas of critical concern for seniors and people living with disabilities in Santa Cruz County. (A)

(4) Funding Oversight

Members approved Transportation Development Act claims and updates for the Volunteer Center, Community Bridges and the Transit District to provide specialized transportation and transit services including, but not limited to, rides to medical appointments, Meals on Wheels, senior dining centers, taxi voucher programs and paratransit services. The claims were analyzed in detail, including cost per ride, number of rides, the degree to which unmet needs were addressed, cost efficiencies, and overall administration costs for the agency. (A)

The Committee carefully reviewed and scored three local Section 5310 grant applications to forward the most competitive local projects to the California Department of Transportation to be considered for funding. Applications for two new minivans and mobile commuters, four paratransit buses, door-to-door same day paratransit services, and accessible transportation services to a Boulder Creek camp and other Monterey Bay Area recreational facilities were reviewed. Funding was awarded to all, but three paratransit buses. (A)

Members provided recommendations to the RTC on the highest priority projects to receive funding for grants from the Active Transportation Program, the Regional Surface Transportation Program and potential new local funding sources to make certain the needs of seniors and people living with disabilities were considered. (A)

The E&D TAC communicated how changes to funding for paratransit and transit services would impact seniors and people with disabilities in conjunction with Metro's discussion of addressing its structural deficit.

(5) Internal Committee Issues

Members elected Veronica Elsea (Third District) as Chairman and elected Vice-Chair, John Daugherty (Metro). Ms. Elsea also serves as the Chair of the E&D TAC's Pedestrian Safety Work Group. Officers are elected annually.

Two meetings held in mid-county/Aptos and Watsonville in April and June respectively at accessible facilities on a bus line.

Karena Pushnik was appreciated for her years as RTC Staff to the E&D TAC.

Members completed a survey to evaluate Committee structure and effectiveness.

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TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: Preliminary Draft 2016 Unmet Paratransit and Transit Needs List

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Provide input into the preliminary draft unmet paratransit and transit needs list and updated standards for prioritizing needs ([Attachment 1](#));
 2. Review the plan and schedule for the unmet paratransit and transit needs list development; and,
 3. Provide input on public outreach for the unmet paratransit and transit needs outreach.
-

BACKGROUND

Of the State's 7.5 cent per dollar sales tax rate, ¼ cent is returned to the region according to the Transportation Development Act (TDA). The Regional Transportation Commission (RTC) allocates these funds according to state law and a formula adopted in the RTC Rules and Regulations. The majority of TDA funding is apportioned to the Santa Cruz Metropolitan Transit District. Other amounts are apportioned to the RTC's administration and planning activities, Community Bridges, the Volunteer Center and to local jurisdictions for bicycle and pedestrian projects.

TDA statutes require transportation planning agencies allocating TDA funds to local streets and roads, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. TDA statutes also require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform this analysis, the RTC endeavors to solicit regular input on unmet transit and paratransit needs to provide a useful tool to assess and prioritize needs in the region. The unmet needs list related to paratransit and transit needs is used to prioritize projects as funds become available.

DISCUSSION

Serving as the social services transportation advisory council, the E&D TAC regularly hears and considers unmet paratransit and transit needs in Santa Cruz County. Unmet paratransit and transit needs are those transportation requests which are not being met by the current public transit system, a transportation request that has community support, and transportation request that does not duplicate transit services provided publically or privately.

A comprehensive assessment of the *Unmet Needs List* was completed in 2015 and

adopted by the RTC, following a public hearing, at the May 7, 2015 meeting. The 2015 assesment involved:

- updating previous unmet paratransit and transit needs list;
- identifying strategies to address needs, including programs and projects;
- incorporating input from E&D TAC, staff of Santa Cruz Metro, Lift Line and Volunteer Center, and the public;
- considering the 2013 Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan; and,
- prioritizing of needs based on a gap or absence of ongoing service, providing supplemental service or if more planning and analysis is needed;
- prioritizing needs to align with regional goals including the number of individual serviced by improvements, if the improvement increased safety and economic vitatliy and its cost effectiveness.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee (E&D TAC) provide input on the *Preliminary Draft 2016 Unmet Paratransit and Transit Needs List (Attachment 1)*.

Schedule for development of *2016 Unmet Paratransit and Transit Needs List*:

- Feb 9 - *Preliminary Draft 2016 Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- March– RTC staff circulates the list to staff at Santa Cruz Metro, Lift Line and Volunteer Center
- April 5- *Draft 2016 Unmet Paratransit and Transit Needs List* available on RTC website
- April 12 –*Draft 2016 Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- April 24- Notice of Public Hearing for *Draft 2016 Unmet Paratransit and Transit Needs List*
- May 5, 9:30am –RTC considers adoption of the *Final 2016 Unmet Paratransit and Transit Needs List* following a public hearing

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. RTC staff recommends that the E&D TAC provide input on the *Preliminary Draft 2016 Unmet Paratransit and Transit Needs List*, the schedule for development of the *2016 Unmet Paratransit and Transit Needs List*, and public outreach.

Attachment 1: *Preliminary Draft 2016 Unmet Paratransit and Transit Needs List*

Preliminary Draft

2016 Unmet Paratransit and Transit Needs

Prioritization of Need:

H - High priority items are those items that fill a gap or absence of ongoing of service.

M - Medium priority items that supplement existing service.

L - Low priority items should become more specific and then be planned for, as funds are available.

1-3 Graduated scale indicates to what extent the need, if addressed, would: increase the number of individuals who are within a 30 minute transit trip to key destinations; improve safety; support economic vitality by way of decreasing transportation costs; or, improve cost-effectiveness of transportation services.

Strategies:

- Proposals and suggestions to address needs, including programs and projects.

General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues and/or bus stops (examples: Capitola Road and side streets, trailer park at Antionelli, Santa Cruz Skilled Nursing facility)
 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
2. **H1** -Transportation services to areas with high concentrations of seniors, disabled and low income individuals, particularly in south county. (examples: Stonecreek Apartments in Watsonville and the San Andreas Migrant Labor Camp)
 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.

- Secure funding for taxi voucher programs for senior and low income individuals.
 - Provide affordable and desirable housing for seniors and low income individuals within transit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Seek volunteer drivers to provide transportation services.
 -
3. **H3** - Transportation services for low-income children and their families, including transportation for people transitioning from welfare to work
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income children and families.
4. **M1** – Low-cost transportation options.
- Support programs that provide transportation services for a reduced or no fee.
 - Seek volunteer drivers to provide transportation services.

Paratransit/Specialized Transportation Services

5. **H1**- Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
- Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
 - Support policies that expand ADA mandated paratransit service area.
7. **H2**- Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips. Secure funding for taxi voucher programs.
- Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.

- Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
8. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
 - Provide inter-regional specialized transportation.
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - Support continuous funding for specialized transportation services to out-of-county medical appointments.
 - Establish feeder services to inter-regional accessible transit services.
9. **H3** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
- Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.
10. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers and senior activity centers
- Support continuous funding for transportation services to meal sites.
 - Support continuous funding for paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.

- Support transportation services to senior activity centers such as Elderday.
11. **M2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health provides to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
 12. **M2** - Volunteer drivers in Santa Cruz County particularly in south-county.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.
 13. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
 14. **L2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - Provide vouchers for specialized care trips.
 15. **L2** - Specialized transportation for 'same day' non-medical trips.
 - Expand taxi voucher program.
 16. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.

Paratransit/Specialized Transportation Capital

17. **H2**- ParaCruz operating facilities.
 - Acquire and develop permanent operation and maintenance facility for ParaCruz to accommodate increased fleet size and growth in future service.
 - Increase funding opportunities for paratransit capital projects.
18. **H2** - Consolidated Transportation Services Agency operating facilities.

- Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
 - Increase funding opportunities for paratransit capital projects.
19. **H2** - Paratransit vehicle replacements.
- Increase funding opportunities for paratransit capital projects

Transit Services

20. **H1** - Increase frequency and span of transit service in densely populated areas with transit friendly land uses.
- Increase Live Oak Service- specifically Route 66.
 - Reinstate the short Route 69s.
21. **H3** – Increase transit service to UCSC.
- Increase weekend and weekday UCSC service.
22. **H3** - Increase interregional and cross county transit services.
- Increase Hwy 17 weekend service frequencies.
 - Extend Highway 17 service to Watsonville.
 - Provide transit service from Santa Cruz County to Los Gatos.
 - Provide direct transit service to San Jose Airport.
23. **M2** - Increased transit service between primary destinations in Santa Cruz County.
- Provide service between Capitola Mall and Cabrillo.
 - Expand transit service to new residential and commercial areas in Watsonville
 - Expand service between UCSC and Westside University activity centers such as Long Marine Lab, Wrigley building offices, Texas Instruments building offices.
 - Improve north - south transit connections (ex. Bay/Porter)
24. **M2**- Transit service to support evening, night and early morning weekend hours, work schedules.
- Extend transit service hours later in the evening between Santa Cruz/Live Oak/Cabrillo/Watsonville (Route 69, Route 91xs, Route 35/35A).
 - Extend transit service hours to earlier in the morning on intercity routes between Santa Cruz/Cabrillo/Watsonville.

25. **M2**- Access to transportation services on all holidays.
 - Provide regular Santa Cruz Metro and Paracruz service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
26. **M2**- Easier and faster transit trips system wide.
 - Enhance connections through increasing the span and frequency of service.
27. **M2**- Improve run times on transit routes.
 - Route 55 adjustments and improves to serve Capitola and Aptos.
 - Consider headways based schedule for UCSC.
28. **M2** - Provide direct service to commercial centers.
 - Provide service between UCSC and Almar.
 - Route 4/8 split to create direct service to Harvey West and Emeline.
29. **M2** - Transit service to transit friendly land uses.
 - Provide service to Mission Street.
30. **M2** - Expanded transit service and frequencies.
 - Enhance service in Capitola.
31. **M2** - Circulator service in Santa Cruz, Watsonville, Capitola, Scotts Valley and Watsonville.
 - Develop Boulder Creek circular which allows the Route 35 to serve Scotts Valley Drive bidirectional.
 - Support transit friendly land uses and road design to allow for bidirectional and frequent services in Scotts Valley.
32. **L2**- Transit service to major tourists destinations.
 - Provide weekday transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
33. **L2** - Commuter transit service.
 - Provide commute option for transit riders between SLV and Santa Cruz faster.
 - Extend Highway 17 service to Watsonville.
34. **L3**- Redistribute departure times from Santa Cruz Metro Center.
 - Move 45 departures (route 4,66,71,91X)

35. **L3**- Provide service to special events.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

36. **H1** - Improve bus stops to be ADA accessible.
- Remedial ADA access at all bus stops.
 - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
 - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop.
37. **H1** -Maintain existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.
38. **H1** -Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
39. **H2** - Transit station improvements.
- Redevelop Santa Cruz Metro Center as mixed use facility incorporating local transit service, regional transit service, paratransit service, intercity bus service, commercial office functions, passenger service facilities, parking facilities, and both market rate and affordable housing and potentially for child-care facilities.
 - Complete Watsonville Transit Center Renovation.
40. **H2** - Improve transit travel times.
- Installation of transponders on all buses for Preemptive Signal Control on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
 - Automatic passenger counters on all buses.
41. **H3** - New equipment to assist with real-time operations, security and scheduling.
- Automated Vehicle Location/Passenger (AVL) Counting System.
 - Install audio and video surveillance system for all buses

42. **M3** - Improve multimodal connections to transit.
- Construct park and ride lots for bus patrons on 17th ave and 41st avenue.
43. **M3** - Wifi expansion on buses.
- Install wifi equipment on all facilities and routes beginning with UCSC and express buses.
43. **M3**- Automated phone-based trip planning providing Metro route information and or trip planning coordination via telephone and voice activated menu.

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AGENDA: February 9, 2016

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: November 2016 Transportation Expenditure Plan – Mobility Access Category

RECOMMENDATION:

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Discuss the Transportation Investment Plan ballot measure: Mobility Access category of funding.
-

BACKGROUND

At the December 3, 2015 RTC meeting, the RTC Board approve a Transportation Investment Plan for the November 2016 ballot that includes five investment categories: Neighborhood Projects, Highway Corridors, Mobility Access, Rail Corridor, and the Coastal Rail Trail (Attachment 1). Implementation of the Transportation Investment Plan will require approval of a ½ cent sales tax by a super (2/3) majority of voters in Santa Cruz County.

DISCUSSION

At the December 8, 2015 E&D TAC meeting, the Committee discussed the RTC's Transportation Investment Plan, specifically 16% of the new funding devoted to the Mobility Access category to provide transportation services to seniors, people with disabilities and veterans. Of the 16% for Mobility Access, the RTC board approved 15% to the Santa Cruz Metropolitan Transit District and 1% to Community Bridges.

According to the most recent polling conducted privately in May 2015, maintaining senior and disabled transportation services was extremely popular and tied for being the highest ranked project that the measure might fund.

At the December E&D TAC meeting, the committee took action to approve inviting Santa Cruz Metro staff to the February 9, 2016 E&D TAC meeting (Attachment 2). The intent of the request is for Santa Cruz Metro to provide information about how the Transportation Investment Plan funding distributed to the Mobility Access category would impact the provision of services provided by Santa Cruz Metro ParaCruz and Community Bridge Lift Line, if approved by voters. Santa Cruz Metro staff replied to the request on December 30, 2015 stating that Santa Cruz Metro staff would meet with E&D TAC following a

discussion by the Santa Cruz Metro Board regarding the Transportation Investment Plan (Attachment 3).

At the January 22, 2016 Santa Cruz Metro meeting, the Santa Cruz Metro discussed the RTC Transportation Investment Plan and approved the Santa Cruz Metro staff recommendation to allow the Santa Cruz Metro Chief Executive Office to work with the Executive Director of the RTC on that portion of the upcoming Santa Cruz County Transportation Sales Tax Measure ballot language that will provide 15% of total new revenues to METRO, the maximum flexibility that will achieve the METRO Board's goals for the use of the new revenues; and, express its intent to dedicate all new 2016 transportation sales tax measure revenues to Paratransit services. (Attachment 4)

Additionally, Community Bridges has provided materials addressing the allocation to agencies within the Mobility Access category. Materials provided by Community Bridges are attached (Attachment 5).

Staff recommends that the Elderly & Disabled Transportation Advisory Committee discuss the Transportation Investment Plan- Mobility Access category of funding.

SUMMARY

At the December 3, 2015 RTC meeting, the RTC Board approved a Transportation Investment Plan that includes five investment categories: Neighborhood Projects, Highway Corridors, Mobility Access, Rail Corridor, and the Coastal Rail Trail. Following the December 8, 2015 E&D TAC meeting, the E&D TAC Chair invited Santa Cruz Metro staff to the February 9, E&D TAC to provide information about how the Transportation Investment Plan funding distributed to Santa Cruz Metro would impact the provision of services provided by Santa Cruz Metro ParaCruz, if approved by voters, and Community Bridges has expressed interest in continued discussion about the allocation to agencies within the Mobility Access category.

Attachments:

1. Transportation Investment Plan
2. Letter to Santa Cruz Metro regarding Transportation Investment Plan Mobility Access Funding Category from E&D TAC
3. Letter to E&D TAC regarding Santa Cruz Metro invitation to attend the February 9, 2016 E&D TAC meeting
4. Santa Cruz Metro Board Item Regarding the Transportation Expenditure Plan
5. Community Bridges Mobility Access materials

Transportation Investment Plan for Santa Cruz County

A 1/2-cent Transportation Sales Tax for 30 Years to be placed on the Nov 2016 ballot.

Objective: To increase access and mobility options, and decrease greenhouse gas emissions.

Requirement: Must be approved by 2/3 of Santa Cruz County voters

Adopted by the Regional Transportation Commission December 3, 2015.



Percent of Total	Fund Allocation (millions of \$)	Lead Agencies
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Neighborhood Projects	30%	\$135	Local Jurisdictions (cities and county) for eligible projects
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Eligible Projects:

Local Street/Road - Maintenance and Repair
 School Traffic Safety Projects
 Bike/Pedestrian Projects
 Neighborhood Safety - reduce speeding and cut-through traffic
 Operational Improvements (signal timing, intersection design, etc.)

Specific Designated Projects:

Highway 9 Corridor Improvements
 Wildlife Undercrossing on Hwy 17

Highway Corridors	25%	\$113	Regional
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Highway 1 Corridor
 - 3 Auxiliary Lane projects: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park
 - 2 Bicycle/Pedestrian over-crossings
 Traveler Information and Transportation Demand Management - Cruz511; Carpool/Vanpool Programs
 Safe on 17 Program and Freeway Service Patrol

Mobility Access	16%	\$72	Service Providers
Elderly/Disabled/Veterans Paratransit		15% to SC Metro= \$	2.25 M / year
		1% to Community Bridges= \$	0.15 M / year

Active Transportation	15%	\$68	Regional
Monterey Bay Sanctuary Scenic Trail - capital Operations & Maintenance			

Rail Corridor	14%	\$63	Regional
Rail Corridor Maintenance and Repair - track, structures Environmental analysis of passenger train options Watsonville Junction/Pajaro Train Station Conduit for future Internet and/or utility lines Property Management			

Total	100%	\$450
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Notes: (1) Total assumes \$15M/year for 30 years; no inflation in revenues or costs

(2) Finance costs included in the totals

(3) Administrative costs for the measure -- such as annual audit and reporting, program management and oversight committee staffing -- are included in the subtotals.

S:\BallotMeasure\2016\ExpPlan\RTCAApproved_InvestmentPlan_2016Jan.xlsx\Adopted Plan



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

December 17, 2016

Alex Clifford
Santa Cruz Metropolitan Transit District
110 Vernon St.
Santa Cruz, CA 95060

RE: RTC November 2016 Transportation Ballot Measure

Dear Mr. Clifford:

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means.

At its meeting on December 8, 2015, the E&D TAC received a presentation on the November 2016 Transportation Ballot Measure. The November 2016 Transportation Expenditure Plan approved by the Regional Transportation Commission (RTC) at the December 3, 2015 meeting, estimated a distribution of 2.25 million dollars per year to the Santa Cruz Metro for paratransit services. The purpose of this letter is to invite Santa Cruz Metro to the February 9, 2016 E&D TAC meeting to provide information about how the Transportation Ballot Measure funding distributed to Santa Cruz Metro would impact the provision of services provided by Santa Cruz Metro ParaCruz, if approved by voters.

The Elderly & Disabled Transportation Advisory Committee looks forward to working with RTC and Santa Cruz Metro to identify priority paratransit needs in Santa Cruz County that may be eligible for funding under a new local funding sources.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

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*Santa Cruz Metropolitan
Transit District*



December 30, 2015

Veronica Elsea, Chair
Elderly & Disabled Transportation Advisory Committee
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

RE: RTC November 2016 Transportation Ballot Measure

Dear Ms. Elsea:

Thank you for your letter of December 17, 2015 letter regarding the subject referenced above and invitation to the February 9th, 2016 Elderly & Disabled Transportation Advisory Committee (E&D TAC) meeting.

At the January 22, 2016 Santa Cruz Metropolitan Transit District's (METRO) Board of Directors Meeting, I plan to ask the Directors to provide guidance on how they would like to dedicate 15% of the anticipated ½ cent sales tax revenue. After that discussion, I would be happy to meet with the Elderly & Disabled Transportation Advisory Committee.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alex Clifford", with a long, sweeping horizontal line extending to the right.

Alex Clifford
CEO/General Manager





DATE: January 22, 2016

TO: Board of Directors

FROM: Alex Clifford, CEO/General Manager

**SUBJECT: SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
(SCCRTC) TRANSPORTATION SALES TAX MEASURE**

I. RECOMMENDED ACTION

That the Board of Directors:

- 1. Approve the CEO to work with the Executive Director of the SCCRTC on that portion of the upcoming Santa Cruz County Transportation Sales Tax Measure ballot language that will provide 15% of total new revenues to METRO, to ensure the maximum flexibility that will achieve the METRO Board's goals for the use of the new revenues; and,**
- 2. Express its intent to dedicate all new 2016 transportation sales tax measure revenues to Paratransit services.**

II. SUMMARY

- The Santa Cruz County Regional Transportation Commission (SCCRTC) has been exploring the potential of a ½ cent transportation ballot measure for November 2016.
- At the December 3, 2015 SCCRTC Board meeting, the Board voted to adopt the draft expenditure plan, with modifications, and to place the ballot measure on the November 8, 2016 ballot.
- The transportation sales tax measure is estimated to produce \$450 million over the 30-year measure (straight-line methodology – no assumption for inflation).
- Approving the measure will require a 2/3 vote.
- An independent entity has polled Santa Cruz County voters and found the potential of a super majority support for a transportation sales tax measure containing projects as reflected in the SCCRTC Expenditure Plan (Attachment A).
- The five project categories in the Expenditure Plan are: Neighborhood Projects, Highway Corridors, Mobility Access, Coastal Rail Trail and Rail Corridor.
- The SCCRTC Board action, which modified the SCCRTC staff recommendation, provides for Santa Cruz Metro to receive 15% under the Mobility Access project category.

- By SCCRTC's estimate, this could result in \$68 million going to Santa Cruz Metropolitan Transit District (METRO) over 30 years (\$2.27M/Year).
- METRO is working to resolve a structural deficit in excess of \$11 million.
- In resolving the structural deficit, METRO will need to approve actions that will impact the mobility of the disabled community in Santa Cruz County.
- As fixed-route service is reduced or altered, so too is the paratransit (ParaCruz) service since it mirrors the fixed-route service.
- Minimizing the impacts of fixed-route service reductions and service changes will help minimize paratransit service reductions and service changes.
- The CEO recommends the METRO Board seek the maximum flexibility possible in the transportation sales tax measure ballot language in an effort to help ensure that if the voters approve the transportation sales tax measure, the METRO Board will be able to program the new revenues to help minimize the impacts of the structural deficit on the disabled community in Santa Cruz County.
- Further, that the Board express its intent to dedicate all new 2016 transportation sales tax measure revenues to paratransit services.

III. DISCUSSION/BACKGROUND

The SCCRTC has been exploring the potential of placing a ½ cent transportation sales tax ballot measure on the November 2016 ballot. At the December 3, 2015 SCCRTC Board meeting, the Board voted to adopt the draft expenditure plan, with modifications, and to place the ballot measure on the November 8, 2016 ballot.

The transportation sales tax measure is estimated by the SCCRTC to produce \$450 million over the 30-year measure (straight-line methodology – no assumption for inflation). By State Law, a 2/3 (supermajority) vote will be required to pass the transportation sales tax measure. Recently, an independent entity polled Santa Cruz County citizens and found there to be potential supermajority support for a transportation sales tax measure containing projects reflected in the SCCRTC Expenditure Plan (Attachment A). The SCCRTC Transportation Expenditure Plan contains five project categories. The project categories are as follows:

- Neighborhood Projects
- Highway Corridors
- Mobility Access

- Coastal Rail Trail
- Rail Corridor

On December 3, 2015 the SCCRTC Board action approved the proposed November 2016 Transportation Ballot Measure - Expenditure Plan, with one modification. The Mobility Access category was increased to provide 15% of total revenues to METRO. The SCCRTC estimates 15% of total revenues to be \$68 million. If the voters approve the transportation sales tax measure, METRO will receive an estimated \$68 million of the 30-year program, or roughly \$2.27M/year. It is important to note that this is a straight-line estimate which does not include any year-over-year growth or reduction assumptions. In other words, if the economy continues to grow, and sales tax revenues with it, METRO could receive more revenue over the 30-year program. Conversely, a recession could result in the opposite effect. Another way to look at this is to use METRO's FY15 actual sales tax revenues for analysis. That analysis suggests that based on METRO's FY15 sales tax revenues, a 15% share of total annual sales tax revenues could be approximately \$2.8 million.

METRO is working to resolve a structural deficit in excess of \$11 million. The most immediate portion of the \$11 million structural deficit that needs to be addressed soon is the estimated \$5.4 million in Reserves METRO will need in FY17 to balance the budget. Since about 2010, METRO has been reliant on its Reserves to balance the budget. The Reserves are soon to run out.

In resolving the structural deficit, METRO will need to approve actions that will impact the mobility of the disabled community in Santa Cruz County. That is, as the fixed-route service is reduced or altered, so too is the paratransit (ParaCruz) service since the paratransit service mirrors the fixed-route service. The Americans with Disability Act (ADA) requires that transit properties provide complimentary paratransit service that minimally mirrors the fixed-route service. Minimizing the impacts of fixed-route service reductions and service changes will help minimize paratransit service reductions and service changes.

The CEO recommends the METRO Board seek the maximum flexibility possible in the transportation sales tax measure ballot language. Doing so will help ensure that if the voters approve the transportation sales tax measure, the METRO Board will be able to program the new revenues to help minimize the impacts of the structural deficit on the disabled community in Santa Cruz County.

IV. FINANCIAL CONSIDERATIONS/IMPACT

There is no fiscal impact with the information contained in this report. As noted in the report, a voter approved ½ cent transportation sales tax measure could result

in METRO receiving between \$2.2 – \$2.8 million in additional revenue per year for 30 years.

V. ALTERNATIVES CONSIDERED

- Do not authorize the CEO to work with the SCCRTC and allow the SCCRTC to determine the appropriate use for the new revenues. The CEO does not recommend this alternative since it would be in METRO's best interest to ensure that the representations made to the public regarding the ½ cent transportation sales tax measure, related to the 15% METRO is to receive under the Mobility Access project category, can be delivered by METRO.
- Provide the CEO alternate goals for the new funding source, subject to voter approval.

VI. ATTACHMENTS

Attachment A: November 2016 Transportation Ballot Measure – Expenditure Plan (source: SCCRTC website)

Prepared By: Alex Clifford, CEO/General Manager

VII. APPROVALS:

Approved as to form:
Leslyn K. Syren, District Counsel



Approved as to fiscal impact:
Angela Aitken, Finance Manager



Alex Clifford, CEO/General Manager





COMMUNITY BRIDGES
PUENTES DE LA COMUNIDAD

236 SANTA CRUZ AVE. P | 831.688.8840
APTOS, CA 95003 F | 831.688.8302

Dear Council Members,

You are being asked to review and approve the proposed expenditure plan for the upcoming Tax Measure.

In simple terms, the current expenditure plan doesn't truly work to solve the issues of mobility access in our community. The funding recommendation lacks a relative measure of expensing these funds based on performance of rides, cost effectiveness or efficiency and would in its current form exacerbate the issue of mobility access.

As the measure is currently outlined, METRO ParaCruz will receive 15 out of the 16 percent available (93.75 percent of the funds), in exchange for providing just 50.96 percent of the paratransit rides. This is fundamentally flawed.

Unlike Lift Line, METRO ParaCruz charges their disabled riders to use their service — \$4 one-way and \$12 round trip. They don't serve people in more rural parts of our community who don't live near bus lines. And they don't offer out-of-county rides through the ParaCruz vans.

In contrast, all of Lift Line's rides are completely free. We have no restrictions on pick-up locations within Santa Cruz County. And we make sure our clients get the care they need, even if it means driving to San Francisco to do it.

Even with just 5 percent of the new revenue, Lift Line could expand our free ride service to seven days per week. We could double our capacity, providing an estimated 160,000 complimentary paratransit rides each year — more than Lift Line and METRO ParaCruz are accomplishing together right now.

I've attached an analysis that further explains the difference between Lift Line and METRO ParaCruz's service offerings, and why we believe the 1:15 ratio goes against the best interest of our community.

The purpose of this letter is to ask that you consider recommending a bold action to adjust the measure's paratransit expenditure plan to allocate 5 percent to Lift Line and 11 percent to METRO ParaCruz. We would also like that recommendation to explicitly state that the funds be used for **expansion of services**, thereby meeting the needs of our community and upholding the public trust that is necessary for the integrity of the tax measure.

If the final expenditure plan continues to allocate 15 percent to METRO ParaCruz, they will receive approximately \$2.25 million each year. That's more than the entire ParaCruz operating budget of \$1.65 million. With this in mind, our concern is that METRO will use tax dollars to reduce their annual operational deficit of \$8 million without increasing the number of rides, reducing the cost of riders, or truly meeting the needs of the growing population in need of paratransit services. This is especially concerning considering that the paratransit allocation was specifically included in the measure as a tactic to increase public support of the measure itself (research shows that in California, paratransit and safe passages for children are the only two issues that pass 72 percent of the time).

I bring these concerns forward to highlight what Lift Line could do with more funding, and why it is in the best interest of the community to allocate these tax dollars equitably. Despite nearly identical caseloads for annual service and lower operational costs, the allocation of funding to Lift Line was reduced from 1.34 percent to 1 percent.

That is why we need the support of leaders like you to ensure these tax dollars will be spent fairly and used efficiently with the best interest of the public in mind.

Sincerely,

Raymon Cancino, Chief Executive Officer
Community Bridges

OUR FAMILY OF PROGRAMS ■ Elderday ■ Lift Line ■ Meals on Wheels for Santa Cruz County ■ La Manzana Community Resources
■ Live Oak Community Resources ■ Mountain Community Resources ■ Nueva Vista Community Resources
■ Child and Adult Care Food Program ■ Child Development Division ■ Women, Infants & Children (WIC)

Paratransit services in Santa Cruz County



Paratransit provider

LIFT LINE

COMMUNITY BRIDGES
PUENTES DE LA COMUNIDAD



Pick up method

Door to door

Curb to curb

Cost of service for eligible riders

Free

*One-way: \$4 to \$6
Round trip: \$8 to \$12*

Hours of operation

Monday-Friday from 9am to 4pm

7 days per week from 9am to 6pm

Pick up location

Anywhere in Santa Cruz County

.75 mile from fixed route

Out of county ride options

*Available for veterans to Santa
Clara County, Monterey County,
and San Mateo County
Available for children to Lucille
Packard Children's Hospital (San
Jose) and UCSF Benioff Children's
Hospital (San Francisco)*

*By METRO bus (ParaCruz not
available) to San Jose, CA: Amtrak
Highway 17 Express*

Rides given per year (FY14/15)

87,348

90,769

Paratransit services in Santa Cruz County



TOTAL TDA TRIPS COMPARED TO TDA FUNDING

Fiscal Year	Lift Line Rides	ParaCruz Rides	Lift Line TDA Funding	ParaCruz TDA Funding
FY 10/11	85,699 (85.14%)	14,962 (14.86%)	\$491,399 (7.06%)	\$5,244,963 (75.39%)
FY 11/12	82,436 (77.35%)	24,136 (22.65%)	\$515,295 (6.96%)	\$5,413,319 (73.08%)
FY 12/13	85,706 (79.30%)	22,373 (20.7%)	\$541,042 (6.99%)	\$5,575,719 (72.00%)
FY 13/14	81,932 (45.82%)	96,868 (51.18%)	\$613,476 (7.40%)	\$6,377,610 (76.95%)
FY 14/15	87,348 (49.04%)	90,769 (50.96%)	\$633,145 (7.41%)	\$6,114,316 (71.52%)

CONTRIBUTION TO PARATRANSIT BY JURISDICTION

Jurisdiction	Contribution	% of Ballot Measure
Santa Cruz	\$14,500	0.10%
Capitola	\$46,992	0.31%
Scotts Valley	\$2,952	0.02%
Watsonville	\$1,890	0.01%
SC County	\$9,020	0.06%
Total	\$73,356	0.502%

LIFT LINE PROPOSAL FOR BALLOT SUPPORT

Recommended	1.34%	\$201,000
Difference/Reduction	0.34%	\$51,000
Approved	1.00%	\$150,000
Requested	5.00%	\$750,000

REQUEST NARRATIVE

With 5% of funds from the proposed transportation ballot allocated to Lift Line, Lift Line will be able to increase service days from 5 days per week to 7 days per week with little jurisdictional support over the next 30 years. Additionally, this funding will enable Lift Line to provide services for all residents who lost access to Metro ParaCruz services during their restructure and ongoing changes. A larger percentage going to Metro ParaCruz will be used to solve their structural deficit (11% or \$1.65 million annually), rather than an expansion of services.

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: Santa Cruz Metro Title VI Program

RECOMMENDATIONS

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Receive an update on the Santa Cruz Metro Title VI Program.
-

BACKGROUND

The Santa Cruz Metropolitan Transit District (METRO) is committed to providing public transportation in an environment that is free from discrimination on the basis of race, color, national origin, age, sex, sexual orientation or gender identity. METRO operates its programs, activities and services without regard to race, color, national origin, age, sex, sexual orientation or gender identity. As a Federal Transit Administration (FTA) fund recipient, METRO will ensure that its programs, policies and activities comply with Title VI of the Civil Rights Act of 1964, as amended, and Department of Transportation regulations.

DISCUSSION

Santa Cruz Metro is considering modifications to METRO's Title VI Regulation and Title VI Program Report for submittal to FTA. A Public Hearing ([Attachment 1](#)) will be held by the Board of Directors of Santa Cruz METRO at the Santa Cruz City Council Chambers located at 809 Center Street, in Santa Cruz, CA, on Friday, March 25, 2016 at 8:30 am. The Title VI Program Report is included in the Board Agenda for January 22, 2016, which is on METRO's website, <http://www.scmtd.com/en/agency-info/board/board-agenda-archive> (*beginning on page 353*) and is available for public inspection at METRO's Administrative Offices, 110 Vernon Street, Santa Cruz, CA 95060, from 8 am to 5 pm, Mon-Fri, through March 25, 2016. The METRO Board of Directors will consider adoption of METRO's proposed Title VI Program Report at the Public Hearing on March 25, 2016.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee receive an update on the Santa Cruz Metro Title VI Program.

SUMMARY

Santa Cruz Metro is considering modifications to METRO's Title VI Regulation and Title VI Program Report for submittal to FTA.

Attachment 1: Public Hearing Notice: Title VI Program Report



PUBLIC HEARING NOTICE

TITLE VI PROGRAM REPORT

The Santa Cruz Metropolitan Transit District (METRO) is committed to providing public transportation in an environment that is free from discrimination on the basis of race, color, national origin, age, sex, sexual orientation or gender identity. METRO operates its programs, activities and services without regard to race, color, national origin, age, sex, sexual orientation or gender identity. As a Federal Transit Administration (FTA) fund recipient, METRO will ensure that its programs, policies and activities comply with Title VI of the Civil Rights Act of 1964, as amended, and Department of Transportation regulations.

Notice is hereby given that a Public Hearing will be held by the Board of Directors of Santa Cruz METRO at the Santa Cruz City Council Chambers located at 809 Center Street, in Santa Cruz, CA, on Friday, March 25, 2016 at 8:30 am, or as soon thereafter as the matter may be heard, for the purpose of considering modifications to METRO's Title VI Regulation and Title VI Program Report for submittal to FTA.

Interested parties may address the Santa Cruz METRO Board of Directors orally or in writing at the public hearing.

In addition, documents and written comments addressed to the Board of Directors will be received through 5:00 pm on March 25, 2016 at the Administrative offices, 110 Vernon Street, Santa Cruz, CA 95060. METRO will accept written comments on its Title VI Program Report through March 25, 2016 at 5:00pm. Comments can be submitted at the address above, or via email: TitleVI@scmttd.com

The Title VI Program Report is included in the Board Agenda for January 22, 2016, which is on METRO's website, <http://www.scmttd.com/en/agency-info/board/board-agenda-archive> (beginning on page 353) and is available for public inspection at METRO's Administrative Offices, 110 Vernon Street, Santa Cruz, CA 95060, from 8 am to 5 pm, Mon-Fri, through March 25, 2016.

The METRO Board of Directors will consider adoption of METRO's proposed Title VI Program Report at the Public Hearing on March 25, 2016.

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: Transit Planning for All: Inclusive Planning Impact Grant

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Consider the Transit Planning for All grant opportunity; and,
 2. Provide input on outreach to seniors and people with living with disabilities.
-

BACKGROUND

The Transit Planning for All - Strengthening Inclusive Coordinated Transportation Partnerships to Promote Community Living Program' released a request for proposals for Inclusive Planning Impact Grants. A total of \$86,000 in funding is available for a period not to exceed 12 months. Fifty percent of funds (\$43,000) are available between May 1 and October 31, 2016, with the remaining funding becoming available November 1, 2016 and expiring April 31, 2017. Proposals must be submitted by March 18, 2016.

The purpose of the Inclusive Planning Impact Grants is the opportunity to encourage development of an inclusive coordinated and affordable transportation system in which people with disabilities and older adults actively participate in both advisory and decision-making capacities. The primary goal is the development of inclusionary process and the secondondary expectation is that inclusion will result in identifiable, measureable and affordable changes in the transportation system that respond to the needs and preferences of seniors and people living disabilities.

Transit Planning For All Inclusive Planning Impact Request for Proposals:

http://web1.ctaa.org/webmodules/webarticles/articlefiles/Inclusive_Planning_for_All_Request_For_Prposals_January_2016.pdf.

DISCUSSION

The Inclusive Planning Impact Grant could provide an opportunity to fund activities which engage seniors and people living with disabilities living in the rural areas of Santa Cruz County in transportation project, policy and funding discussions. Although the Elderly and Disabled Transportation Advisory Committee (E&D TAC) has broad geographical representation, Santa Cruz County's rural areas are underrepresented on the E&D TAC, underrepresented in development of the unmet paratransit and transit needs list, and in other transportation project, policy and funding discussions. The primary issues to be tested in this grant is whether or to what extent the inclusion of older adults and people with disabilities in planning and implementing community transportation services contributes to better outcomes for the target audiences. The challenge is that, while housing may be less expensive, services in remote areas are more expensive to provide than services in areas with more concentrated populations.

If pursued, an Inclusive Planning Impact Grant application for Santa Cruz County must focus on engaging seniors and people with disabilities around one of the following priority areas: access health care, job or better integration with the community.

RTC staff recommends that the E&D TAC provide input on a potential Inclusive Planning Impact Grant application for the purpose of engaging seniors and people living with disabilities in the rural areas of Santa Cruz County, identify one of the three priority areas on which the grant will focus, and identify strategies that support an inclusive coordinated transportation planning.

An Inclusive Coordinated Transportation Partnership must be established in order to be eligible for a Inclusive Planning Impact Grant. The Inclusive Coordinated Transportation Partnership must be involved in the preliminary work required to develop an application in response to this solicitation. The Inclusive Coordinated Transportation Partnership will identify goals and actions to be addressed in the proposed grant and serve as the most effective strategies for enhancing active inclusion of the target population in transportation planning, policy and funding discussions. The Inclusive Coordinated Transportation Partnership must also be committed as a group to inclusive coordinated transportation planning and to be actively engaged in the proposed grant if funded. Members of the E&D TAC may serve as the Inclusive Coordinated Transportation Partnership in addition to seeking additional representation from seniors and people living with disabilities living in Santa Cruz County's more rural areas.

RTC staff recommends that the E&D TAC establish an Inclusive Coordinated Transportation Partnership for the purpose of developing an Inclusive Planning Impact Grant.

SUMMARY

The purpose of the Inclusive Planning Impact Grants is the opportunity to encourage development of an inclusive coordinated transportation system in which people with disabilities and older adults actively participate in both advisory and decision-making capacities. Although the Elderly and Disabled Transportation Advisory Committee (E&D TAC) has broad geographical representation, Santa Cruz County's rural areas are underrepresented on the E&D TAC, underrepresented in development of the unmet paratransit and transit needs list, and in other transportation project, policy and funding discussions. RTC staff recommends that the E&D TAC provide input on a potential Inclusive Planning Impact Grant application for the purpose of engaging seniors and people living with disabilities in the rural areas of Santa Cruz County.

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: 2016 Committee Meeting Calendar

RECOMMENDATIONS

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Approve the E&D TAC 2016 Committee Meeting Calendar.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee -- also serving as the state-designated Social Services Transportation Advisory Council -- is a group of members of the public, transportation providers, and social service agency representatives who meet every two months to determine planning, funding, and policy for specialized transportation to serve Santa Cruz County's seniors and people with physical, mental and/or economic disabilities.

DISCUSSION

The E&D TAC draft 2016 Committee Meeting Calendar identifies six meetings to be held in 2016 and a draft list of meeting topics. E&D TAC meetings are held on the 2nd Tuesday of even number months at 1:30 pm. E&D TAC meetings are typically held in the RTC conference room and at least one meeting is held annually in an alternate location. Some meetings topics are scheduled for discussion annually. Other meeting topics are scheduled for discussion as needed.

The draft 2016 Committee Meeting Calendar identifies holding the April 12, 2016 meeting in Watsonville to encourage participation in development of the Unmet Needs List and review of the annual TDA Claims from Santa Cruz County residents living in the southern area of the county. The draft 2016 Committee Meeting Calendar replaces the regularly scheduled August 2016 meeting with a September 6, 2016 meeting.

RTC staff requests approval of the draft 2016 Committee Meeting Calendar (Attachment 1).

SUMMARY

The E&D TAC meets on the 2nd Tuesday of even numbered months at 1:30pm in the RTC conference room and at least one meeting is held annually in an alternate location.



Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2016

- *Most meetings are held on the 2nd Tuesday of even numbered months at 1:30 pm in the SCCRTC Conference room. One meeting held annually in an alternate location.*
- *This is a draft list of meeting topics. Additional transportation planning, policy and funding items and committee items are discussed, as needed. Please check the RTC website for the current packet agenda (posted about 4 working days before the meeting).*

February 9	Review Draft Committee Report Review Preliminary Draft Unmet Needs Review Preliminary TDA Estimates Solicit Nominations for Chair/Vice Chair TDA Calendar Review Roster/Membership update
April 12	Review TDA Claims for Volunteer Center, Community Bridges and METRO Elect Chair and Vice Chair Recommend final Unmet Needs list
June 14	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
August 9	<i>- Cancel Regularly Scheduled Meeting -</i>
September 6	<i>- Special Meeting Date to Replace Regularly Scheduled August Meeting -</i> Transp. Planning, Policy & Funding Items, as needed Transp. Project & Service Items, as needed
October 11	Determine Local Review Committee for Section 5310 Applications
December 13	Review End of FY TDA Claims Review next year's Meeting Schedule
Info items:	Minutes from last meeting Monthly TDA Revenues (get from latest RTC packet) RTC Highlights (w/o meeting list) Letters from the committee Agency Updates , including Quarterly TDA reports Committee Appointments
As Needed:	Recommend TDA Claims from local jurisdictions Review Updates to Guide for Specialization Review Triennial Performance Audit (every 3 years) Review Coordinated Plan (update every 4 years) Other timely items that are within the purview of the committee

Future Topics: handicapped parking spaces in downtown Santa Cruz, accessibility in the San Lorenzo Valley, San Mateo paratransit presentation, rides to election sites, Uber Car, UC Berkeley's Transportation Injury Mapping System (TIMS), Cruz511

Parking: There is a parking structure located at the corner of Locust and Cedar. The cost to park in the structure is minimal (\$1 for two hours).

Bus: The Pacific Station MetroCenter, a destination for most buses, is approximately four blocks down Pacific Avenue. The following bus route stops on Cedar Street approximately one block from the office: the 'Route 10 via High' while outbound from the MetroCenter toward UCSC.

I:\E&DTAC\Calendar\SCHEDULE2016.docx

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Committee Chair and Vice Chair Election at the April Meeting

RECOMMENDATIONS

This is for your information only.

BACKGROUND

Below is an excerpt from the RTC/Committee's rules and regulations:

A Chairperson and Vice Chairperson for each Committee shall be elected to serve for a term of one year. The Committee shall elect its officers at the first meeting following the March SCCRTC meeting of every year. The Chairperson shall preside at all meetings of the Committee. The Chairperson shall maintain order and decorum at the meetings, decide all questions of order, and announce the Committee's decisions. The Vice Chairperson shall perform the duties of the Chairperson in his or her absence. In the event both officers are absent from the Committee, the majority of quorum may appoint a presiding officer for that meeting. All officers shall continue in their respective offices until their successors have been elected and have assumed office.

DISCUSSION

At your April 12, 2016 E&D TAC meeting, elections will take place for the E&D TAC chair and vice chair. As noted in the bylaws, the term is one year and elections take place annually on the first meeting following the March RTC meeting which is April 12, 2016.

Members are encouraged to forward nominations, including self nomination, to the RTC staff prior to the April meeting. Chairing the E&D TAC is an excellent opportunity and staff recommends that all members strongly consider deepening their committee experience by taking a turn as chair. The April staff report will include all nominations received. An election will be held, and the chair will begin presiding immediately.