



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 13, 2018

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 12, 2017 – pg 4**
6. **Receive RTC Meeting Highlights – pg 8**
7. **Receive Transportation Development Act Revenues – pg 10**
8. **FY18-19 TDA Claims Funding Cycle Calendar – pg 11**
9. **Receive Information Items – pg 12**
 - a. Letter from E&D TAC to the METRO Regarding Fare Structure Analysis dated January 5, 2018
 - b. Letter from METRO to the E&D TAC Regarding Fare Structure Analysis dated January 19, 2018
 - c. Santa Cruz Sentinel Article, "With streets among state's most dangerous, Watsonville envisions zero traffic deaths", January 28, 2018.
 - d. Cabrillo College Notice of ADA Transitioning Plan dated January 31, 2018
 - e. Email from Becky Steinbruner Subject: Hazards in Aptos Village Phase I Traffic Improvements dated February 3, 2018

10. Receive Agency TDA Reports – pg 22

- a. Volunteer Center – FY17/18 2nd Quarter
- b. Community Bridges- FY17/18 1st Quarter
- c. Santa Cruz Metro
 - i. Santa Cruz Metro Finance, Budget and Audit Standing Committee Agenda Meeting Minutes, January 5, 2018
 - ii. Santa Cruz Metro Staff Report, Request the Board of Directors to Direct Staff to Initiate a Fare Restructuring Analysis Process, January 26, 2018
 - iii. Metro Staff Presentation to Board, Unified Corridor Study Investment Study, January 26, 2018
 - iv. Notice of METRO Fare Box Restructure Survey

REGULAR AGENDA

- 11. 1:45pm- Preliminary Draft 2018 Unmet Needs – pg 41**
- 12. 2:15pm- Guide for Specialized Transportation- pg 55**
- 13. 2:30pm- Pedestrian Safety Workgroup Update - pg 85**
- 14. 2:50pm-RTC State and Federal Legislative Program - pg 86**
- 15. 3:05pm– Notice Chair and Vice Chair Election - pg 110**
- 16. 3:30pm- Adjourn**

Next meeting: 1:30 pm, April 10, 2018 @ RTC Offices

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*

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

Draft Minutes
1:30pm- 3:30pm, Tuesday, November 14, 2017

1. Call to Order
2. Introductions

Members Present:

Cara Lamb, Potential Transit User
Veronica Elsea, 3rd District
Lisa Berkowitz, CTSA
John Daugherty, SCMTD
Lori Welch, 5th District

Alternates Present:

Tom Duncanson, 2nd District
April Warnock, Metro

Excused Absences:

Dulce Lizarraga-Chagilla, Social
Service Provider –Seniors
Tara Ireland, Volunteer Center
Clay Kempf, Social Services Provider-
Seniors

Unexcused Absences:

Greta Kleiner, Potential Transit User
Disabled

RTC Staff Present:

Grace Blakeslee
Rachel Moriconi
George Dondero

Others Present:

Marilyn Garret, Santa Cruz County
Resident
Gary Lindstrom, Aptos
Janneke Strause, Bike Santa Cruz
County
Scott Hamby, City of Scotts Valley
Jon Bailiff, E&D TAC Member
applicant

3. Oral communications
 - Marilyn Garret provided information about the affects of cell phone service on bus riders and expressed concerns with safety and American Disabilities Act compliance crelated to the new METRO route 71 inbound bus stop near Aptos Village.
 - Ofelia Gomez provided a comment verbally and submitted comments in writing recommending that the METRO prioritize additional transit service from Santa

Cruz to Dominican hospital and expanding service on this route to be provided by 6:20am.

4. Additions or deletions to the consent or regular agenda
 - Grace Blakeslee, RTC staff, requested that Item #14: Seniors Council/Area Agency on Aging of Santa Cruz – Seniors Solutions Summit- Transportation Summary, be removed from the agenda and placed on the December 12, 2017 agenda.
 - Grace Blakeslee, RTC staff, distributed copies of written comments on the October 10, 2017 E&D TAC minutes received from Becky Steinbruner and RTC staff response as handout for Item #5.

CONSENT AGENDA

5. Approve Minutes from October 10, 2017
6. Receive Transportation Development Act Revenues Report
7. Receive RTC Meeting Highlights
8. Recommend the RTC approve E&D TAC Appointment
 - Jon Bailliff to the E&D TAC Member position of Social Service Provider- Disabled
 - Constance Fortino to the E&D TAC Member Alternate position of Social Provider- Disabled
9. Receive Information Items
 - Letter from E&D TAC to Santa Cruz County Board of Supervisors
 - FTA Manual on Bicycle and Pedestrian Connections, Executive Summary [Full Report](#)
10. Receive Agency Updates (*other than items on the regular agenda*)
 - a. Volunteer Center- 1st Quarter 2017/2018
 - b. Community Bridges – None
 - c. Santa Cruz Metro – None

Action: A motion (Welch/Daugherty) was made to amend the October 10, 2017 minutes to correct the location of the Commission on Disabilities sponsored event on October 21, 2017 from the Santa Cruz Policy Community Room to the Santa Cruz Police Community Room as requested by Veronica Elsea, E&D TAC Chair, and approve the October 10, 2017 minutes as amended. The motion passed with members Berkowitz, Daugherty, Elsea, Welch, Duncanson, and Lamb voting in favor.

REGULAR AGENDA

11. Draft California State Rail Plan

George Dondero, Executive Director, provided an overview of the Draft California State Rail Plan. He discussed the key components of the plan and the cooperation of State and private partners in developing the strategic plan. Committee members discussed transit travel time assumptions and if estimates considered the transfer times between bus and train for individuals with visual or mobility impairments. Committee members also asked for information about consideration for private property owners impacted by construction of the California high speed rail system. Members of the public asked questions about discounts for seniors and low-income individuals riding rail transit.

12. Regional Transportation Improvement Program (RTIP) Draft Project List

Rachel Moriconi, RTC Senior Transportation Planner, reviewed the preliminary recommendations for the *Regional Transportation Improvement Program*. Ms. Moriconi provided an overview of: the funding sources and total funding available during this programming cycle, the project evaluation criteria, other available funding sources, and the thirty-six project applications received. Committee members discussed proposed projects and funding recommendations, project evaluation and effectiveness, funding for regional and local projects, bicycle and pedestrian safety improvements in the City of Watsonville, how project's serve the needs of elderly and disabled individuals, and accessible pedestrian signals. Project sponsors from Bike Santa Cruz County and the City of Scotts Valley described projects for which funding was requested.

Action: A motion (Elsea/ Berkowitz) was made to recommend that the RTC increase funding for Open Streets to \$50,000, decrease the funding recommended for Every Day is Bike to Work Day to \$25,000; require projects that include signal upgrades (Airport Boulevard Reconstruction, Freedom Boulevard Reconstruction and Aptos Creek Road Traffic Signal) to include audible signal components; and approve the remaining staff recommendations. The motion passed with members Berkowitz, Daugherty, Elsea, Welch, Duncanson, and Lamb voting in favor.

- 13. Cruz511 In Your Neighborhood Project Activities and Results- Postponed until December 12, 2017 E&D TAC meeting agenda
- 14. Seniors Council/Area Agency on Aging of Santa Cruz – Seniors Solutions Summit- Transportation Summary- Moved to December 12, 2017 E&D TAC meeting agenda
- 15. Pedestrian Safety Workgroup Update-None
- 16. Adjourn

Next meeting: 1:30 pm, December 12, 2017 @ RTC Office, Santa Cruz

HOW TO REACH US Santa Cruz County Regional Transportation Commission
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*CONTACTS: George Dondero, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) January 18, 2018 Meeting Highlights

Draft 2040 Regional Transportation Plan Public Hearing

The RTC held a public hearing to receive public testimony on the Draft 2040 Santa Cruz County Regional Transportation Plan (RTP). Public comments may be submitted to the RTC on the RTP until February 5, 2018. The RTC is responsible for preparing and updating the long-range RTP – a state-mandated document that identifies transportation needs in the county over the next twenty-two years. The Draft 2040 RTP was released on December 8th, starting the public review period which ends on February 5th. Documents are available for review on the RTC's website at: <https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/>

Rail Service Operator for the Santa Cruz Branch Rail Line

The Commission approved the selection of Progressive Rail Incorporated as the preferred entity potentially to operate rail service on the Santa Cruz Branch Line for purposes of negotiating a draft operating agreement.

Transportation Development Act: State Transit Assistance claim and Senate Bill 1 State of Good Repair Allocation for Santa Cruz Metropolitan Transit District

The [Regional Transportation Commission](http://www.sccrtc.org) approved an additional \$1.6 million for Santa Cruz METRO bus replacements. Funding for these buses is made possible due to the Senate Bill 1: Road Repair and Accountability Act of 2017 (SB1), which was passed by the California Legislature last year. SB 1 provides funding for state and local investments to fix transportation infrastructure, improve transit service, and make it safer to bicycle and walk. Until SB 1 was signed by Governor Brown, California had not significantly invested in the state's transportation infrastructure in 23 years. SB1 State Transit Assistance and State of Good Repair programs allow METRO to keep buses in service, improve reliability, reduce maintenance costs, improve rider experience with upgraded windows, seats, and wheelchair securement system, and reduce greenhouse gas emissions.

**Santa Cruz County Regional Transportation Commission
(RTC)
February 01, 2018 Meeting Highlights**

City of Santa Cruz Coastal Rail Trail Design

The Regional Transportation Commission received a report on the City of Santa Cruz implementation of a 2.1-mile rail trail project from Natural Bridges Drive to Pacific Avenue. The plans and specifications include an interim re-route off the continuous alignment. Stay up to date on this project by visiting our website: www.sccrtc.org/trail.

Cruz511 In Your Neighborhood Final Report

The [Regional Transportation Commission](http://www.sccrtc.org) received the final report for the Cruz511 In Your Neighborhood program. The program focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking, and carpooling in Santa Cruz County. The program was carried out between March 2017 and September 2017. The Cruz511 In Your Neighborhood Final Report is available at www.sccrtc.org/multi-modal.

2018 Legislative Program and Funding Updates

The Regional Transportation Commission approved [State and Federal legislative priorities for 2018](#). The focus will be to preserve funding for transportation projects, support constitutional protections of SB1 and other transportation funding from diversion and oppose any repeal efforts.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2017-2018**

MONTH	FY16 - 17 ACTUAL REVENUE	FY17 - 18 ESTIMATE REVENUE	FY17 - 18 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	629,500	637,054	583,500	-53,554	-8.41%	91.59%
AUGUST	839,400	849,473	778,000	-71,473	-8.41%	91.59%
SEPTEMBER	872,266	882,733	1,146,538	263,805	29.89%	105.86%
OCTOBER	657,500	665,390	665,500	110	0.02%	104.58%
NOVEMBER	876,700	887,220	887,300	80	0.01%	103.54%
DECEMBER	813,479	823,241	959,017	135,776	16.49%	105.79%
JANUARY	632,900	646,849	655,100	8,251	1.28%	105.25%
FEBRUARY	843,800	862,431				
MARCH	911,051	781,837				
APRIL	626,200	572,496				
MAY	834,900	763,397				
JUNE	563,619	814,337				
TOTAL	9,101,315	9,186,458	5,674,955	282,995	3.08%	62%

Note:

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FY 2018-19 Funding Cycle Calendar

Article 8 Transportation Development Act

March

- 8 ***Commission's Budget & Administration/Personnel Committee*** considers preliminary FY 2018-19 budget including TDA estimates
- 30 ***CTSA, Volunteer Center, and METRO*** submit draft claims (including the claim form and back up materials) to the Regional Transportation Commission Staff (RTC Staff) to be included in the April E&D TAC packet.

April

- 5 ***RTC*** considers revised budget including TDA allocations
- 10 The ***E&D TAC*** reviews the *Volunteer Center, CTSA, and METRO* draft claims for expending the TDA funds along with back up materials
- 13 ***RTC staff*** notifies recipients if revisions to the FY 18-19 TDA claims are necessary
- 20 ***CTSA, Volunteer Center and METRO*** send the final claim materials to the RTC staff. ***RTC staff*** prepares the SCCRTC resolution and staff report for the RTC meeting. Recommendations of approval by RTC staff for CTSA and Volunteer claim recommendations will be contingent on approval from the City of Santa Cruz to act as the claimant.

May

- 3 ***RTC*** 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.
- 11 The ***CTSA and Volunteer Center*** submit to the City of Santa Cruz TDA materials and a request for the City of Santa Cruz to act as the claimant
- 22 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.

June

- 4-16 ***RTC fiscal officer*** readies paperwork to begin payment of claims at the beginning of the fiscal year.

[***Bold italics*** indicate the responsible party.]

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

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

January 5, 2018

RE: METRO Fare Restructure Analysis

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 December 12, 2017 meeting, the Elderly & Disabled Transportation Advisory Committee (E&D TAC) discussed comments provided by participants at the October 2017 Seniors Solution Summit. E&D TAC members were informed that participants at the Seniors Solution Summit identified the cost of public transportation as an impediment to regularly using fixed route transit and paratransit services. Also at the December 12, 2017 meeting, the E&D TAC received information about the METRO's Boards' action to refer a discussion about initiating a fare restructuring analysis to the METRO Finance Standing Committee and discussed the potential impacts of transit fare restructuring on seniors. Both of these items raised concern about the cost of transit and the need for lower cost and free transit services (including specialized transportation services) for seniors and people living with disabilities. The need for low cost transit services has been routinely identified in the E&D TAC's and community's annual review of Unmet Transit Needs. For seniors and people living with disabilities who do not drive or are facing the decision to no longer drive, having access to affordable transit services is critical to meeting basic needs, including accessing medical appointments and grocery shopping, and other activities that enhance quality of life.

As part of an ongoing effort to meet the needs of an increasing elderly population, E&D TAC recommends that the fare restructure analysis address the affordability of fixed route transit and paratransit services for seniors. The E&D TAC would also like to request the opportunity to provide meaningful input into the fare restructuring analysis and that the METRO provide the E&D TAC with information about the process for conducting the fare restructure analysis, including the timeline and opportunities for public input.

We would greatly appreciate a response before our next meeting, which will be held on February 13, 2018. We look forward to working with you to both keep the busses running and provide an affordable transit option for seniors and people living with disabilities.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

*Santa Cruz Metropolitan
Transit District*

January 19, 2018



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



Dear Chair Elsea:

Thank you for contacting me about METRO's fare restructuring project.

This topic was introduced to the METRO Finance Standing Committee at its January 5, 2018 meeting, where the Committee directed staff to present this topic to the full Board of Directors at its January 26th regular meeting.

Per the January 5th staff report, as part of long term financial and service planning, METRO staff has been conducting preliminary analysis of fare restructuring, including technological upgrades to fare payment methods. The fare structure can be an important tool for operational efficiency, marketing and long-range budget planning.

This analysis is necessary because:

- Potential risks to the 5-year balanced budget.
- Reduced revenue from TDA-STA 99313 (Population Share) program beginning in FY20.
- Based on future budget projections, METRO will need additional revenue to maintain service levels over the next five years as funding sources remain relatively stable while costs increase.
- It is standard transit industry practice to review fare structure at least every five years.
 - METRO's last fixed route fare modification was in 2012.
 - The 2012 fare changes were not actually a comprehensive restructuring of fares and pass policy, but merely an increase in the cost of the base fare and corresponding increases to the various passes to address the recurring structural deficit.
- Coming out of the recession, five Northern California transit agencies have implemented fare restructurings in the last two years resulting in base fares greater than METRO's current \$2.00 base fare.
- METRO is required by State of California Transportation Development Act to maintain a 20% farebox recovery rate (farebox revenue as a percentage of all operating costs). METRO currently has a 23% farebox recovery rate.

Currently, as required by federal law, METRO discounted fares (Senior and Disabled) are priced at 50% of full fare costs. Approximately 24% of METRO local service (not including Hwy 17 Express) are discounted fares.

There are opportunities to implement targeted strategies that would address various needs and issues of our non-UCSC/Cabrillo ridership who are generally transit dependent and have lower incomes, including discount scenarios for various passes. Another opportunity is to incentivize non-cash fare payment by providing a discount for use of smartcards (Cruz Cash or Cruz Pass).

Basic fare restructuring can be achieved without any change in fare collection technology. However, a fare restructuring provides an opportunity to consider other aspects of fare collection, such as improving customer convenience and trying to reduce inefficiencies in METRO's current fare collection process, such as increased dwell time and service delays due to on-board cash payments.

Pending direction from the METRO Board on January 26th, METRO encourages the E&D TAC to participate in upcoming community outreach activities outlined below:

- January 2018 – Introduction of project
- February thru March 2018 – Staff analysis and community engagement
- March 2018 - Preliminary staff recommendations to Board
- March - May 2018 – Public comment process
- May 2018 – Public Hearing and Board adoption of revised Fare Policy
- January 2019 - Implementation of revised fare structure

In addition to participating in the above public input process, METRO would appreciate it if you could assist by disseminating a short survey we are currently developing which will be designed to learn more about our patrons' ridership patterns and use of various fare types. I will ask our Planning Department staff to follow up with you.

METRO looks forward to your participation in the ongoing process on this important policy issue.

Sincerely,



Alex Clifford
CEO/General Manager

Santa Cruz Sentinel (<http://www.santacruzsentinel.com>)

With streets among state's most dangerous, Watsonville envisions zero traffic deaths

City ranks among state's most dangerous for pedestrians

By Nicholas Ibarra, Santa Cruz Sentinel

Sunday, January 28, 2018



WATSONVILLE >> For a city of its size, Watsonville's streets are among the state's most dangerous for pedestrians. That's a statistic city leaders hope to change after becoming the first local government to sign on to Vision Zero, an international initiative that seeks to reframe the conversation around traffic accidents.

The Watsonville City Council unanimously voted to sign on to the initiative at its Jan. 16 meeting, giving city staff a year to develop an action plan to detail where the rubber of the new goal will meet the road.

The problem is clear. Watsonville has more deaths and serious injuries involving pedestrians under the age of 15 than any of the 105 comparably sized cities in California, according to a Santa Cruz County Community Traffic Safety Coalition report. The city ranks fourth worst in the state for overall pedestrian injuries and deaths, according to the report. More than half of those accidents take place on just four miles of "high-injury corridors" within the city, such as the intersections of Main Street and Green Valley Road and Main Street and Ohlone Parkway, as well as the stretch of Airport Boulevard from Nielson Street through Loma Prieta Avenue.

According to Watsonville police, 456 traffic accidents occurred within in the city in 2017, including 37 collisions between cars and pedestrians and 31 involving cyclists. In September, a 56-year-old woman was killed as she biked as she biked across Main Street against the traffic light. [The 19-year-old driver was arrested](#) under suspicion of manslaughter after police determined he had been speeding.

One key area identified for improvement is educating the public about the importance of taking pedestrian safety into their own hands, said Watsonville Principal Engineer Murray Fontes.

"Within the city of Watsonville, we feel that we can do a lot of good through education and helping residents better understand the rules concerning pedestrians, bikes and cars," Fontes said. "We've noted that some of the recent fatalities involved pedestrians and bikes that were not following the law."

Other areas that Fontes said will be looked at as part of a wholistic approach to improving traffic safety are: enforcement, encouragement, evaluation of data, engineering and equity — which together with education form the "six E's" framework of traffic safety.

Vision Zero was brought into Santa Cruz County in June by the Community Traffic Safety Coalition, a program under the umbrella of the county Health Services Agency.

Proponents of Vision Zero point to its apparent success in New York City, where traffic deaths fell by 15 percent in the three years after the city signed on to the initiative.

Vision Zero began in Sweden in 1990, a nation that now boasts one of the world's lowest rates of traffic fatalities and injuries. At its core is the idea that every traffic fatality is preventable, rather than an inevitable cost of

modern transportation.

“I think the biggest thing is really trying to do a culture shift with how injuries and fatalities that are traffic related are looked at — just like we’ve done with workplace injuries and smoking,” said Theresia Rogerson, a health educator for county Health Services who works on the Community Traffic Safety Coalition.

Rogerson said that even using the term “accident” can contribute to complacency, and instead suggested using the term “collision” or “crash” in its place.

“We shouldn’t write off traffic violence as something that is a byproduct of our transportation system,” Rogerson said. “These are preventable deaths and injuries.”

The coalition is working to bring other local governments on-board with the program over the next two years, Rogerson said, adding that conversations are ongoing with the staff at the city and county of Santa Cruz.

But whether or not Santa Cruz chooses to join Vision Zero, its staff are already looking at traffic accidents wholistically using a similar approach, said Claire Fliesler, a city transportation planner.

“Essentially vision zero is a lot like what we do already, it’s just packaging it in a different way,” Fliesler said.

URL: <http://www.santacruzsentinel.com/general-news/20180128/with-streets-among-states-most-dangerous-watsonville-envisions-zero-traffic-deaths>

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Cabrillo College

Public Notice and Posting

Cabrillo College, in keeping with its ongoing efforts to serve all members of the community, is updating its Americans with Disabilities Act (ADA) transition plan and self-evaluation. The accessibility plan provides a comprehensive plan for access for individuals with disabilities to College facilities, programs, services, activities and events.

Cabrillo College is seeking input from agencies, organizations and individuals with disabilities. As an agency, organization or individual, the value of stakeholder guidance will help to address and prioritize current and future needs. Individuals who would like to provide input are invited to complete a survey, or to call or email the ADA Coordinator. Surveys are available for organizations that represent individuals with disabilities, patrons, community members, employees, and other interested individuals who wish to participate in the evaluation.

Your comments and opinions are important to us and will provide valuable information regarding how Cabrillo College can better serve individuals with disabilities. Surveys are available from the College ADA Coordinator.

Victoria Lewis, ADA Coordinator

Cabrillo College

6500 Soquel Drive

Aptos, CA 95003

Phone: (831) 479-6292

vilewis@cabrillo.edu

Please contact Victoria Lewis, ADA Coordinator, if you have questions or comments or would like to request a survey in an alternate format.

Information regarding the Americans with Disabilities Act can be obtained from the ADA Coordinator.

The Cabrillo College complies with the Americans with Disabilities Act of 1990, Public Law 101-336, which prohibits discrimination on the basis of disability.

Grace Blakeslee

From: Becky Steinbruner [ki6tkb@yahoo.com]
Sent: Saturday, February 03, 2018 4:49 AM
To: Grace Blakeslee; Regional Transportation Commission; dnhagen1939@gmail.com; sbrown@cityofsantacruz.com; jbertrand@ci.capitola.ca.us; john.leopold@co.santa-cruz.ca.us; greg.caput@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; tim_gubbins@dot.ca.gov; ebottorff167@yahoo.com; oscar.rios@cityofwatsonville.org; rlj12@comcast.net; bruce.mcpherson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; zach.friend@co.santa-cruz.ca.us; George Dondero; Yesenia Parra; Luis Mendez; Steve Wiesner; Janneke Strause; Alex Clifford; Pete Rasmussen
Cc: Becky Steinbruner
Subject: Hazards in Aptos Village Phase I Traffic Improvements

Dear Regional Transportation Commission and Transportation Staff,
I am writing to alert you to serious public safety hazards related to the Aptos Village Phase I Traffic Improvements and hope that you will make sure they are quickly corrected.

I want to thank Public Works for removing the 8" curb from the corner of Trout Gulch Road and Soquel Drive. A number of motorists damaged their vehicles because the curb extended into the bike lane and was not marked for visibility. I am told that at least three automobiles were damaged before the curb was removed. I also noticed that the curb caused truck drivers to swing extra-wide when making the right turn and often caused hazardous situations for the intersection.

I continue to be worried about the problem at this site because there is now a steep grade change with crushed rock at the edge of the bicycle lane with no cautionary marking. It is extremely dangerous for bicyclists riding at night or in congested traffic conditions with large trucks and wide mirrors that could cause a cyclist to veer to the right side of the bike lane. I hope that it can be fixed soon before someone is hurt.

I also, in using the new cross walk and ramp access to the #71 inbound Metro bus stop area, have observed that if the new bus stop is activated, pedestrian traffic will have to cross the railroad tracks. The tracks have significantly wide trench recesses on either side of the metal track that will cause a trip hazard for the sight-impaired and a physical obstacle to those with mobility challenges. This access is NOT user-friendly for the elderly and disabled and must be further improved if it is to be safe and functional.

I further worry about the lack of a hand rail along the 5% gradient sidewalk leading to the new bus stop bay, with traffic coming close to the sidewalk due to an added lane at the intersection. Please install a hand rail for the safety and protection of the elderly and disabled bus patrons who are destined to use this steep access to the bus stop.

Finally, now that the lane stripes have been painted on the road surfaces, it is glaringly obvious that a future #71 Metro bus stopped at the new location will obstruct bicycle and motorized vehicle traffic approaching from behind. Because there is such limited line-of-sight visibility for traffic approaching from under the subway, I fear there will be accidents at this intersection due to the inadequate depth of the bus bay.

Please place warning signs or convex mirrors in the area that will assist approaching traffic to see that the bus is stopped in the lane of traffic, even though the new traffic light at the Trout Gulch Road intersection may be green. I have observed that the County Bikeways Map has changed the designated bike lane in this area to detour onto Aptos Street before entering the trestle subway and hence avoid the hazardous new bus stop, but many cyclists will not make this route change.

Optimally, a second #71 inbound Metro bus stop needs to be constructed closer to Aptos Creek Road and Aptos Village Park, if indeed the existing stop cannot stay in order to accommodate the Aptos Village Project developers' wishes.

I truly hope that you will carefully examine these problem areas and take quick action to protect public safety, especially those who are elderly and disabled. Please respond.

Sincerely,
Becky Steinbruner

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	Santa Cruz	SLV/SV	Watsonville	2nd Qtr Total <u>2017-2018</u>	2nd Qtr Total <u>2016-17</u>
Volunteers	34	7	12	53	44
Unduplicated Clients	93	31	22	146	133
Total Rides	494	176	192	862	954
				0	0
Ride Requests unable to fill	24	13	18	55	64
				0	0
Unfilled requests referred other agencies	18	7	5	30	30
				0	0
Requests cancelled by client	39	10	13	62	79
				0	0
<u>Trip destinations</u>				0	0
Physician	176	116	62	354	311
Shopping & bank	168	16	67	251	248
Other	2	5	0	7	10
Total	346	137	129	612	569
 <u>Avg ride length (YTD)</u>	 24				
 <u>Total Miles driven (YTD)</u>	 41,676				
 <u>Total Reimbursement (YTD)</u>	 \$809				

	Total FY15-16	%
<u>Client Jurisdictions</u>		
Santa Cruz City	16	10.96%
Scotts Valley City	26	17.81%
San Lorenzo Valley	34	23.29%
Capitola City	10	6.85%
Watsonville City	11	7.53%
Midcounty Unincorporated	32	21.92%
South County	17	11.64%
Out of County		
Total Clients (unduplicated)	146	100.00%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	120	12%
Scotts Valley City	180	18%
San Lorenzo Valley	165	17%
Capitola City	112	11%
Watsonville City	82	8%
Midcounty Unincorporated	240	24%
South County	98	10%
Out of County		
Total	997	100%

Quarterly TDA
Report :
Time Period:

FY 17/18 QUARTER 1
JULY - AUG - SEPT 2017

#	Performance Measures to be	CC 20,23,26,31,32,36,39						CC 21						CC 29						CC 24,30						CC36									
		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	99	150	174	263	263		50	48	46	58	58		77	1	67	103	103		109	108	108	118	118		0	0	0	0	0		542	542		
2	Total Passenger Trips (Units of Service) per Month	955	800	956	2,711	2,711	49%	1,223	1,294	939	3,456	3,456	31%	249	182	231	662	662	19%	2,767	2,829	2,481	8,077	8,077	28%	0	0	0	0	0	0%	14,906	14,906		
3	Number of Incidents per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		1	0	0	1	1		0	0	0	0	0		1	1		
4	Number of Accidents per Month	1	0	0	1	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		1	1		
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	0	0	0		0	0	0	0	0		0	0		
6	Number of No-Shows per Month	26	41	24	91	91		138	65	66	269	269		N/A	N/A	N/A	0	0		88	79	75	242	242		N/A	N/A	N/A	0	0		602	602		
7	Number of Turndowns or Referrals per Month	12	6	4	22	22		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		22	22		
8	Number of Cancels per Month	61	105	94	260	260		118	202	249	569	569		N/A	N/A	N/A	0	0		834	943	732	2,509	2,509		N/A	N/A	N/A	0	0		3,338	3,338		
9	Total Donations per Month	\$60	\$891	\$174	\$1,125	\$1,125		N/A	N/A	N/A	\$0	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		\$1,125	\$1,125		
10	Operating Cost per Passenger Trip				\$24.82						\$9.00						\$12.09						\$14.46				\$0.00								
11	Operating Cost per Vehicle Service Hour				\$48.89						\$53.47												\$58.51				\$0.00								
12	Passengers per Vehicle Service Hour				2.33						6.00												4.05				0.00								
13	Passengers per Vehicle Service Mile				0.14						0.28												0.23				0.00								
14	Van Mileage per Program				14,487						11,855												34,278				0								

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
FINANCE, BUDGET AND AUDIT STANDING COMMITTEE AGENDA
MEETING MINUTES*
JANUARY 5, 2018 – 9:30 AM
METRO ADMIN OFFICES
110 VERNON STREET
SANTA CRUZ, CA 95060**

A Finance, Budget and Audit Standing Committee Meeting was convened on Friday, January 5, 2018 at METRO's Admin offices at 110 Vernon Street, Santa Cruz, California. The Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at METRO's Administrative offices at 110 Vernon Street, Santa Cruz, California. *Minutes are "summary" minutes, not verbatim minutes. Audio recordings of Board meeting open sessions are available to the public upon request.

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COMMITTEE ROSTER

Director John Leopold, Committee Chair	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Cynthia Mathews	City of Santa Cruz
Director Oscar Rios	City of Watsonville
Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO District Counsel

MEETING TIME: 9:30AM

NOTE: THE COMMITTEE CHAIR MAY TAKE ITEMS OUT OF ORDER

CALL TO ORDER

Meeting was called to order at 9:31AM by Committee Chair Leopold; noting all Committee Members were present

Director Rios was sworn in by Alex Clifford, CEO/General Manager.

ROLL CALL: The following Directors were **present**, representing a quorum:

Director Cynthia Mathews	City of Santa Cruz
Director Leopold	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Oscar Rios	City of Watsonville

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Angela Aitken, METRO
Debbie Kinslow, METRO

Pete Rasmussen, METRO

COMMUNICATIONS TO THE FINANCE, BUDGET & AUDIT STANDING COMMITTEE

Hearing none, the Committee Chair moved to the next agenda item.

ADDITIONS OR DELETIONS FROM AGENDA / ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

In response to Director Mathews' inquiry regarding the status of the Pacific Station redesign, Mr. Emerson advised that final interviews are being conducted next week in response to one RFP. The other was delayed due to consultant calendar conflicts.

ACCEPT AND FILE MINUTES OF THE JUNE 12, 2017 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MINUTES

There were no public comments.

ACTION: MOTION TO ACCEPT AND FILE THE MINUTES OF THE JUNE 12, 2017 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE AS PRESENTED.

MOTION: Director Mathews

SECOND: Director Lind

MOTION CARRIED BY THOSE VOTING MEMBERS PRESENT.

APPROVE THE FINANCE STANDING COMMITTEE RECOMMENDATION TO THE BOARD OF DIRECTORS TO INITIATE A FARE RESTRUCTURING ANALYSIS PROCESS

Barrow Emerson, Planning and Development Manager, introduced Matt Marquez, Intern, and Pete Rasmussen, Transportation Planner. Mr. Emerson explained the purpose and intent behind the proposed fare restructuring analysis process and provided an attachment entitled, "Farebox Recovery %: FY12 to FY22". Referencing Attachment A, page 6A1.1, he noted that as costs continue to grow, the fare revenue is projected to remain stable. He added that potential pay increases over the next few years are not included; however, they are anticipated due to upcoming union negotiations.

CEO Clifford and others noted nationwide ridership is trending downward. METRO is being aggressive in assuming stable ridership. A presentation on ridership and trends will be presented at a future board meeting.

Director Leopold suggested the dates and specifics of previous fare increases be highlighted when presented to the Board.

Mr. Emerson and his department will be conducting an analysis relative to potential service to Los Gatos and/or San Jose Airport to address potential ridership growth opportunities.

Mr. Emerson added that METRO will be submitting a TIRCP grant application within the next couple of weeks requesting funding for approximately 20 mobile ticket readers and new buses. CEO Clifford reminded the assembly that the purpose of today's meeting was to initiate the fare restructuring analysis process. METRO will return in February with additional information addressing a number of matters; e.g., the high cost of living in Santa Cruz and the Bay area, the cost breakdown

of all fare options (passes, discounts, etc.), and revenue potential of various levels of fare increase(s).

Mr. Rasmussen discussed fare payment technology and the anticipated benefits to METRO, our customers and the public. The Planning team has identified substandard fare technology in examples such as: the amount of time consumed processing cash payments, lack of a ticket vending machine and/or Customer Service at Diridon Station, etc.

METRO is currently considering two levels of fare technology:

- 1) Mobile ticketing; and,
- 2) Account-based systems

Discussion ensued surrounding funding opportunities and possible fare structures, METRO's customer base, the pros/cons of local and nationwide fare payment applications, the possible advantages of publicizing UCSC articulated buses, reaching out to local school districts, board members constituents, other public agencies/organizations, benefits of including METRO Operators, Customer Service and their input, etc.

Mr. Rasmussen will provide a copy of his talking points to the Committee Members under separate cover.

There were no public comments.

ACTION: MOTION TO APPROVE THE FINANCE STANDING COMMITTEE RECOMMENDATION TO THE BOARD OF DIRECTORS TO INITIATE A FARE RESTRUCTURING ANALYSIS PROCESS

MOTION: Director Lind

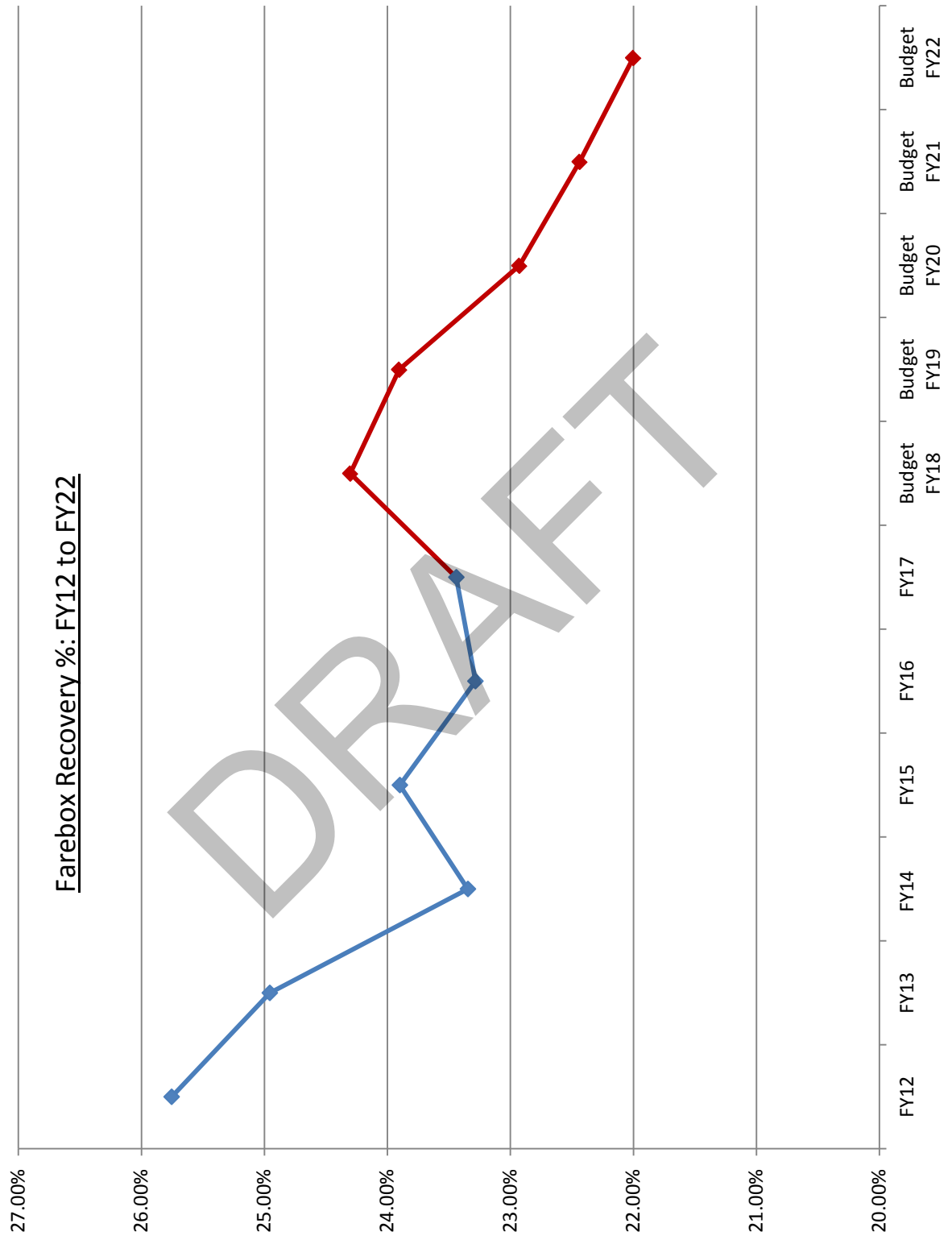
SECOND: Director Mathews

MOTION CARRIED BY THOSE VOTING MEMBERS PRESENT.

Committee Chair Leopold adjourned the meeting at 10:41AM.

Respectfully submitted,

Gina Pye
Executive Assistant





DATE: January 26, 2018

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Manager

**SUBJECT: REQUEST THE BOARD OF DIRECTORS DIRECT STAFF TO INITIATE
A FARE RESTRUCTURING ANALYSIS PROCESS**

I. RECOMMENDED ACTION

That the Board of Directors direct staff to initiate a fare restructuring analysis

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) staff has been conducting preliminary analysis on fare restructuring, including opportunities for improved fare payment technology.
- At its January 5th meeting, the Finance Standing Committee approved the staff recommendation to bring to the Board a proposal to initiate a fare restructuring analysis process.

III. DISCUSSION/BACKGROUND

Background

As part of long term financial and service planning, METRO staff has been conducting preliminary analysis of fare restructuring, including technological upgrades to fare payment methods.

The fare structure can be an important tool for operational efficiency, marketing and long-range budget planning.

This analysis is necessary because:

- Potential risks to the 5-year balanced budget.
- Reduced revenue from TDA-STA 99313 (Population Share) program beginning in FY20.
- Based on future budget projections, METRO will need additional revenue to maintain service levels over the next five years as funding sources remain relatively stable while costs increase. (See Attachments A1 and A2)
- As the operating budget increases and fare revenue remains stagnant, the farebox recovery ratio declines (See Attachment B). As this graphic shows, starting in FY18 the METRO farebox recovery ratio is projected to decrease

from over 24% to 22% without any increase in fare revenue. One of our primary revenue sources, the California Development Act (TDA) which provides METRO almost \$7 million annually, has within its statutes the ability to punish financially agency's whose farebox recovery percentage falls below 20%.

- Another implication It is standard transit industry practice to review fare structure at least every five years.
 - METRO's last fixed route fare modification was in 2012.
 - The 2012 fare changes were not actually a comprehensive restructuring of fares and pass policy, but merely an increase in the cost of the base fare and corresponding increases to the various passes to address the recurring structural deficit.
- Coming out of the recession, five Northern California transit agencies have implemented fare restructurings in the last two years resulting in base fares greater than METRO's current \$2.00 base fare. (See Attachment C)

Scale of Revenue Opportunities

METRO's current fare revenue is approximately \$10M annually with a farebox recovery ratio of 23%. Over half of fare revenue comes from funding contracts with UCSC/Cabrillo for public fixed routes that also serve the schools. (See Attachment D)

Staff will return to the Finance Standing Committee in February with detailed proposals as to how to increase fare revenue by up to \$2 million annually.

Targeted Strategies

There are opportunities to implement targeted strategies that would address various needs and issues of our non-UCSC/Cabrillo ridership who are generally transit dependent and have lower incomes, including discount scenarios for various passes

Another opportunity is to incentivize non-cash fare payment by providing a discount for use of a smartcard (Cruz Cash or Cruz Pass)

Fare Payment Technology

Basic fare restructuring, such as raising the base fare and adjusting the discount of a monthly pass, can be achieved without any change in fare collection technology.

A fare restructuring provides an opportunity to consider other aspects of fare collection, such as improving customer convenience and trying to reduce inefficiencies in METRO's current fare collection process, such as increased dwell time and service delays due to on-board cash payments.

New fare collection technology could be implemented concurrently with the fare restructuring if required, or at a later date. That determination would be made based on the basis of whether the technology is required to implement the fare restructuring, and on cost considerations.

More sophisticated fare restructuring strategies would require a fare technology upgrade.

Process

It is requested that the Finance Standing Committee recommend the Board direct staff to initiate a fare restructuring analysis at its January 2018 meeting in order to give adequate time for public consideration prior to a final fare restructuring decision in May and the adoption of the METRO annual budget in June

The sequence of activities could be as follows:

- January 2018 – Introduction of project
- February thru March 2018 – Staff analysis and community engagement
- March 2018 - Preliminary staff recommendations to Board
- March - May 2018 – Public comment process
- May 2018 – Public Hearing and Board adoption of revised Fare Policy
- January 2019 - Implementation of revised fare structure

IV. FINANCIAL CONSIDERATIONS/IMPACT

The initiation of a fare restructuring analysis does not in itself have a financial impact although outcomes of the process may result in initiatives that could have financial considerations.

V. ALTERNATIVES CONSIDERED

The alternative is to not perform long-range fare restructuring analysis, missing possible opportunities related to operating efficiency, marketing and long-term budget planning. This is not recommended.

VI. ATTACHMENTS

Attachment A1: Total Revenue & Expenses FY12 – FY 22

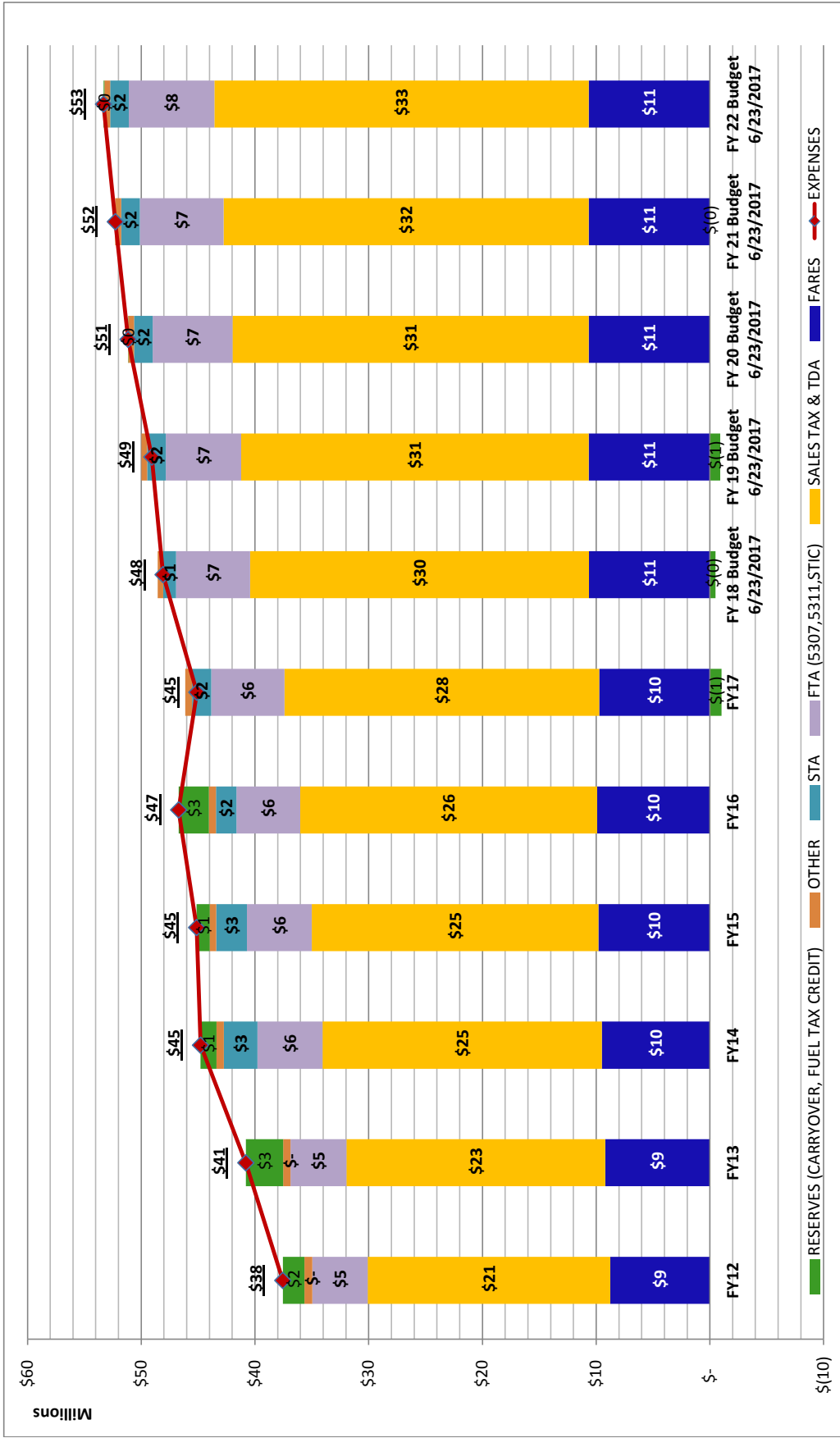
Attachment A2: CPI Chart Updated 8-30-17

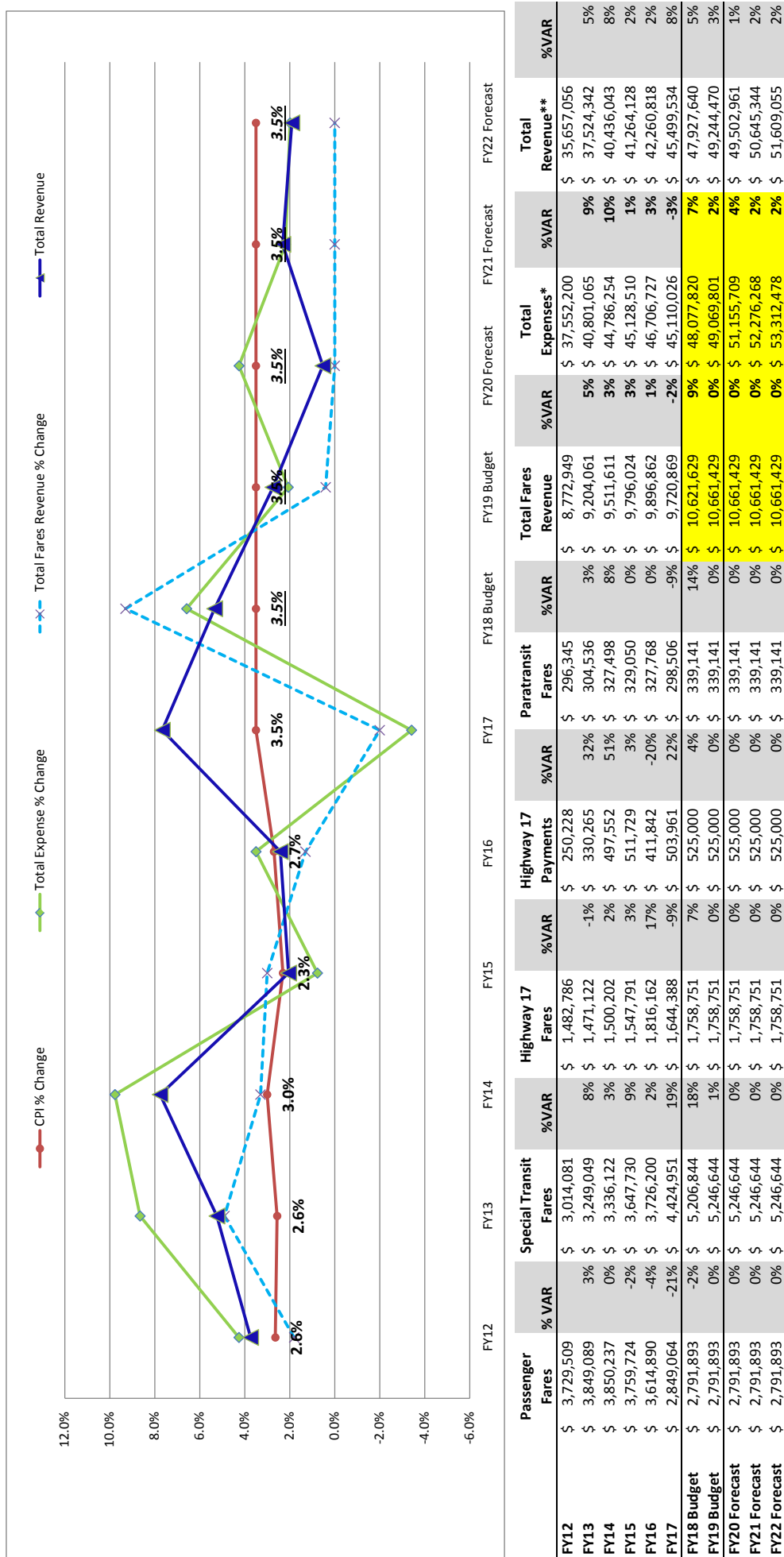
Attachment B: Farebox Recovery Percentage FY12 to FY22

Attachment C: Peer Agency Fares

Attachment D: Current Fare Structure

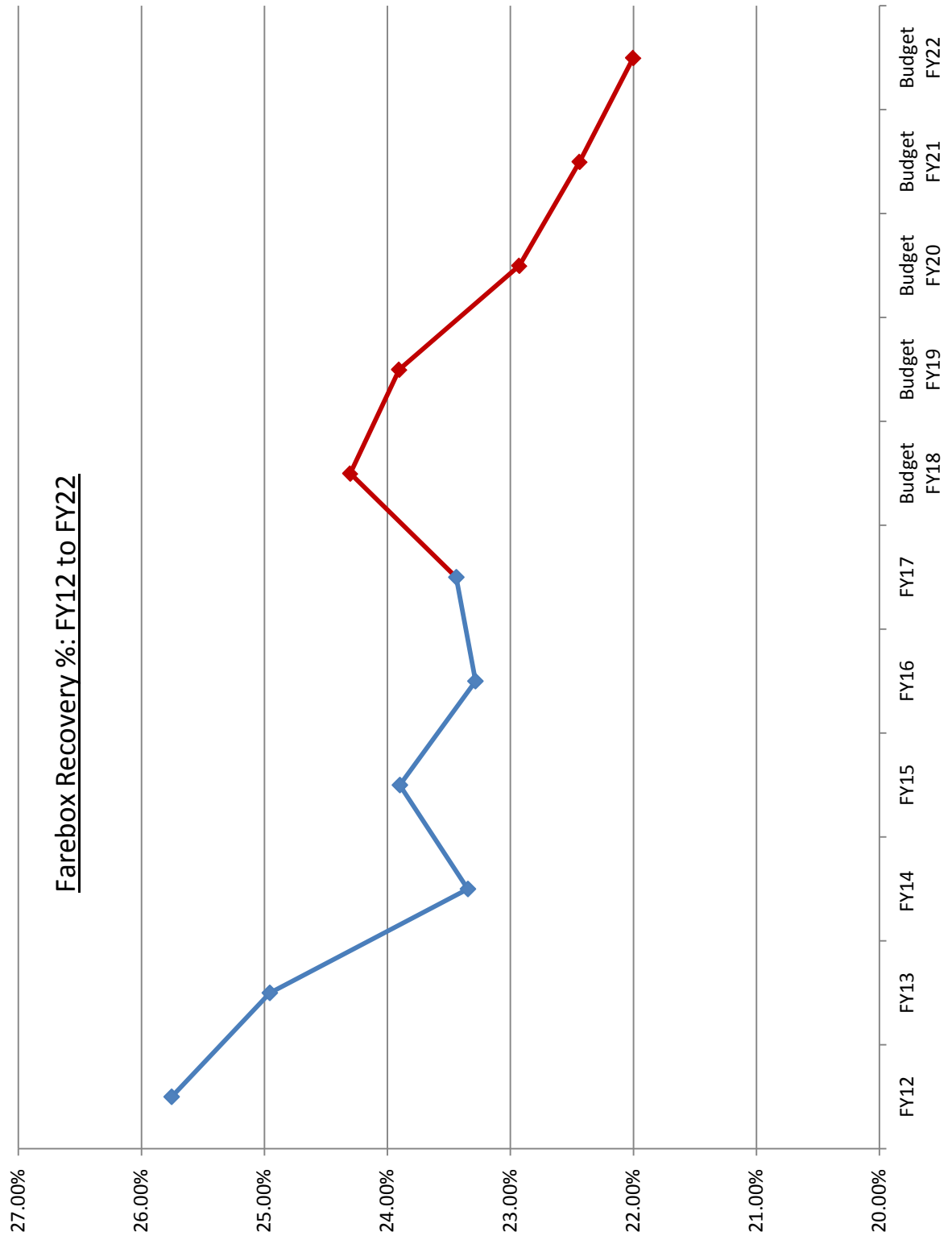
Prepared By: Barrow Emerson, Planning & Development Manager





* Total Expenses do not include year-end Depreciation, W/C IBNR, GASB 45 OPEB adjustments, or GASB 68 Pension adjustments.

** Total Revenue does not include STA and TRANSFERS FROM RESERVES



Agency	Last Fare Increase/ Restructure	Base Fare	
		Previous	Current
METRO	2012	\$1.50	\$2.00
MST	2009/2012	\$2.00	\$2.50
CC	2009	\$1.75	\$2.00
VTA*	2009/2018/2019	\$2.00	\$2.25/\$2.50
AC**	2011/2017	\$2.10/\$2.00	\$2.25/\$2.15
SamTrans	2010/2016	\$2.00	\$2.25
GGT	2015/2017	Zone System	Restructured fare system so most zones increased .25 to .50
SF Muni***	2015/2017	\$2.50/\$2.25	\$2.75/\$2.50
*VTA is implementing their current fare increase in 2 phases; the current \$2 fare will increase to \$2.25 in Jan. of '18 and to \$2.50 in Jan. of '19.			
**AC Transit raised their cash fare from \$2.10 to \$2.25 and their clipper fare from \$2 to \$2.15.			
***SF Muni raised their cash fare from \$2.50 to \$2.75 and their clipper fare from \$2.25 to \$2.50.			

Current Fare Structure				
FY17	Current Fares	Pass Values	# of Passes Sold 7/1/16-6/30/17	Revenue From Passes
Base Fare	\$2.00	NA	841,295	\$1,682,590
Disc. Fare	\$1.00	NA	244,647	\$244,647
Day Pass	\$6.00	3	43,775	\$262,650
Disc. Day Pass	\$3.00	3	20,489	\$61,467
3-Day Pass	\$15.00	7.5	593	\$8,895
Disc. 3-Day Pass	\$7.50	7.5	368	\$2,760
7-Day Pass	\$32.00	16	163	\$5,216
Disc. 7-Day Pass	\$16.00	16	125	\$2,000
15 Ride Pass	\$27.00	13.5	2,641	\$71,307
Disc. 15 Ride Pass	\$13.50	13.5	1,755	\$23,693
31-Day Pass	\$65.00	32.5	5,754	\$374,010
Youth 31-Day Pass	\$48.00	24	3,205	\$153,840
Disc. 31-Day Pass	\$32.00	32	6,466	\$206,912
Local Fare/Pass Revenue				\$3,099,987
HWY 17 Base Fare	\$7.00	NA	147,733	\$1,034,131
HWY 17 Disc. Fare	\$3.50	NA	24,687	\$86,405
HWY 17 Day Pass	\$14.00	2	18,389	\$257,446
HWY 17 15-Ride Pass	\$94.50	13.5	778	\$73,521
HWY 17 31-Day Pass	\$145	20.7	2,627	\$380,652
HWY 17 Fare/Pass Revenue				\$1,832,155
\$10 Stored Value	\$10.00	-	3,312	\$33,120
\$20 Stored Value	\$20.00	-	2,120	\$42,400
\$30 Stored Value	\$30.00	-	860	\$25,800
\$50 Stored Value	\$50.00	-	857	\$42,850
Stored Value Revenue				\$144,170
Total Fare Revenue				\$5,076,311
Special Transit Fares				
Account 402010		Projected FY17		
UCSC Students/Staff		\$3,569,353		
UCSC Route 16		\$37,599		
Cabrillo College		\$790,700		
402010 Total				\$4,397,652
Account 402030				
Shaffer		\$24,540		
402030 Total				\$24,540
Purchased Transportation Revenue				
VTA Service Contract		\$344,383		
VTA Eco Pass		\$27,043		
SJSU Bill		\$17,552		
AMTRAK Billing		\$144,504		
Purchased Transportation Revenue Total				\$533,482
Subtotal				\$4,955,674
FY17 Total Revenue Per GFI/Genfare*			\$10,031,985.30	

*Does not account for bulk pass sale discounts

UNIFIED CORRIDOR INVESTMENT STUDY

ORAL REPORT

Staff presentation will include update on:

- Summary of Step 1 Analysis
- Bus Concepts Step 2 Scenarios
 - Soquel Avenue/Drive and Freedom Blvd.
 - Bus Rapid Transit “Lite”
 - Highway 1
 - High Occupancy Vehicle (HOV) Lane
 - Bus On Shoulders
 - Rail Corridor
 - Bus Rapid Transit Concept
- Step 2 Activities and Timeline



LEGEND:
Orange - 2 directional on rail ROW
Green - 1 direction on rail ROW
Blue - reverse direction on street network
Hot Pink - one lane but 2 directions using signals.

METRO Survey

Santa Cruz METRO is currently analyzing our pass structure to ensure it best serves our customers. In addition to reconsidering the structure of passes METRO is also investigating technological improvements that could increase efficiency and customer convenience. This process includes conducting surveys such as this to understand which aspects of our system work well and which do not. Thank you for your input.

* Required

Email address *

Your email

Q1: How many days a month do you ride a METRO bus? *

- ☐ 1-4 Days
- ☐ 5-14 Days
- ☐ 15+ Days

Q2: How many buses does it take to complete your average one way trip? *

- ☐ 1
- ☐ 2
- ☐ 3+



Q3: When riding the bus what fare payment type do you use most often? *

- ☐ Cash in farebox (see Question 3.1)
- ☐ Day pass
- ☐ 15-ride paper pass
- ☐ 31-day paper pass
- ☐ Cruz Cash (plastic card)
- ☐ 15-ride Cruz Pass (plastic card)
- ☐ 31-Day Cruz Pass (plastic card)
- ☐ Other:

Q3.1: If you answered cash payment above, why do you not utilize a METRO bus pass that is good for multiple trips? Check all that apply:

- ☐ I don't ride the bus enough to use a pass
- ☐ I prefer to pay in cash.
- ☐ I am unsure which pass is right for me.
- ☐ They are too expensive to buy at one time.
- ☐ I am unsure of where to buy one.
- ☐ The sales locations are inconvenient for me to get to.
- ☐ I cannot reload my pass online.

Q4: Do you own a Smartphone? (A phone with internet access) *

☐ Yes

☐ No

Q4.1: If you answered no to question #4, do you have regular access to the internet?

☐ Yes

☐ No

Q5: Do you have a credit or debit card? *

☐ Yes

☐ No

Q6: Of the following pass features METRO does not currently provide, which do you believe are the most useful? Check all that apply: *

☐ The ability for a pass to be reloaded online.

☐ The ability to replace the value of a lost or stolen pass.

☐ The option to purchase passes and add value at nearby stores such as Safeway, CVS, Walgreens, 7-11, etc.

☐ The option to store both a time period pass and a preloaded cash balance on the same card.

☐ The ability to use a virtual pass on a Smartphone, (similar to a concert/sporting event ticket or airline boarding pass)

Q6.1: If METRO were to implement the features you checked above would you be more likely to use a bus pass that is good for multiple trips? *

☐ Yes

☐ No

Q7: Is there anything else METRO could do to improve our bus passes?

Your answer

Page 1 of 1

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AGENDA: February 13, 2018

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

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee provide input into the preliminary draft unmet paratransit and transit needs list and updated standards for prioritizing needs ([Attachment 1](#)).

BACKGROUND

Local sales taxes in the amount of ¼ cent per dollar are collected by the State and allocated to the region according to the Transportation Development Act (TDA). The Regional Transportation Commission (RTC) allocates these funds according to formula as adopted in its Rules and Regulations. The majority of TDA funding is apportioned to the Santa Cruz Metropolitan Transit District, and RTC's planning activities. Other amounts are apportioned to 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. The *Unmet Needs List* has also been included in the E&D TAC Annual Report, which outlines the Committee's accomplishments from the last year.

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 as identified at a public hearing or E&D TAC meeting, a transportation request that has community support, and transportation request that does not duplicate transit services provided publically or privately.

RTC staff recommends that the E&D TAC provide input on the *Preliminary Draft Unmet Paratransit and Transit Needs List* for Santa Cruz County and identify strategies for addressing each of the unmet paratransit and transit needs. RTC

staff also recommends that the E&D TAC identify one or two areas to focus on advancing in 2018.

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

- Feb 13 - *Preliminary Draft Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- Feb 16 – RTC staff circulates the list to the Santa Cruz Metropolitan Transit District staff, partner agencies and RTC Advisory Committees
- April 10 – *2018 Draft Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- April 10- May 2: Outreach for *2018 Draft Unmet Paratransit and Transit Needs List* including public notice of availability and public hearing on RTC website, in local newspapers, to RTC elderly and disabled stakeholders and transportation providers
- May 3 – Public hearing and RTC considers adoption of the *2018 Final Unmet Paratransit and Transit Needs List*

Staff does not plan to develop a committee report in conjunction with development of the unmet needs list this year. Staff completed a comprehensive report on the E&D TAC activities in 2016 for the period covering 2012-2015.

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 *2018 Preliminary Draft Unmet Paratransit and Transit Needs List* for Santa Cruz County and identify strategies for addressing each of the unmet needs.

Attachment 1: Preliminary Draft Unmet Transit Needs List

Attachment 2: Rideshare Services for Children

~~Final~~
Preliminary Draft

20187 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 need, 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
 - 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.
 - 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.
 - Evaluate on-demand transit services.
3. **H3** - Transportation services for low-income families with children, 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 families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - Reinstate ride to work programs.
 - Provide youth bus passes to low income households
4. **H13** - Transportation services for caregivers of senior and disabled clients.
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

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 policies that expand ADA mandated paratransit service area.
 - 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.
7. **H1** – Access to paratransit services on all holidays.
- Extend existing paratransit services to holidays.
 - Support taxi voucher programs.

8. **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.
9. **H12**-Free or low cost paratransit options.
 - Provide funding for programs that provide discounted and free paratransit rides.
10. **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.
11. **H13** - 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.

12. **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.

13. M2 –Conduct targeted outreach to seniors to provide information about transportation options and safety.

- Provide safe driving and transit information at locations with concentrations of seniors.
- Support field trips to events by bus (“Bus by Choice” model)

- ~~13.~~14. **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 providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.

- ~~14.~~15. **HM2** - 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.

- ~~15.~~16. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
- Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.

- ~~16.~~17. **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.

~~17.18.~~ **M3**- Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.

- Provide on demand transportation services for people living with a mental health diagnosis.
- Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.

~~18.19.~~ **L2** - Specialized transportation for 'same day' non-medical trips.

- Expand taxi voucher program.
- Support "on-call" volunteer drive programs.

~~19.20.~~ **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

~~20.21.~~ **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.

~~21.22.~~ **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.

~~22.23.~~ **H2** - Paratransit vehicle replacements.

- Increase funding opportunities for paratransit capital projects

Transit Services

~~23.24.~~ **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses land uses.

- Increase Live Oak Service-Enhance service in Capitola.
- Enhance service on Mission Street.

- Extend transit service hours later in the evening and early in the morning serving commercial centers of Santa Cruz/Live Oak/Cabrillo/Watsonville.

| ~~24.25.~~ **M1** –More transit service to UCSC.

- Increase weekend and weekday UCSC service.

| ~~25.26.~~ **M1** - More interregional and cross county transit services.

- Increase Hwy 17 weekend service frequency.
- Provide transit service from Santa Cruz County to Los Gatos.
- Provide direct transit service to San Jose Airport.
- Enhance Monterey County to Santa Cruz County service.

| ~~26.27.~~ **M1** – Low-cost transit options.

- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
- Seek volunteer drivers to provide transportation services.
- Support programs that allow seniors and disabled individuals to ride free during designated time periods.

| ~~27.28.~~ **M2** – More 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.
- Improve north - south transit connections (ex. Bay/Porter).

| ~~28.29.~~ **M2**- Access to transportation services on all holidays.

- Provide regular Santa Cruz Metro on holidays.
- Support taxi voucher programs.
- Support volunteer transportation services.

| ~~29.30.~~ **M2**- Easier and faster transit trips system wide.

- Enhance connections through increasing the span and frequency of service.

| ~~30.31.~~ **M2**- Faster run times on transit routes.

- Investigate opportunities for transit priority.
- Consider direct services between more locations, reducing need for transfers.

| ~~31.32.~~ **M2** -Intra-community service in Santa Cruz County communities.

- Develop San Lorenzo Valley circular.
- Develop Scotts Valley circular.

- Investigate need for intra-community and neighborhood transit services

~~32.33.~~ **L2-** Transit service to major tourists destinations.

- Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.

~~33.34.~~ **L2** - Commuter transit service.

- Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
- Provide commute option for transit riders between SLV and Santa Cruz faster.

~~34.35.~~ **L3-** Special event services.

- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

~~35.36.~~ **H2** – ADA accessible bus stops.

- Provide ADA compliant 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 (or a technology-based way finding alternative).

~~36.37.~~ **H1** –Maintenance of existing transit facilities.

- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.

~~37.38.~~ **H1** –Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.

- Support funding for transit capital improvements.

~~38.39.~~ **M1** - Transit station improvements.

- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
- Complete Watsonville Transit Center Improvements.
- Coordinate improvements to Capitola Transit Center with Capitola Mall

~~39.40.~~ **H2** - Faster transit travel times.

- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.

40.41. H3 - New equipment to assist with real-time operations, security, scheduling and planning.

- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
- Automatic Passenger Counting system to make mandatory reporting more efficient and improve data for service planning.
- Install audio and video surveillance system for all buses

41.42. M3 – More multimodal connections to transit.

- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.
- Consider partnerships with ride-hail services for first/last mile connections.
- Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.

42.43. M3 - Wifi expansion on buses.

- Install wifi equipment at all facilities and on all buses.
- Partner with private companies to provide wifi


43. M1- Automated phone-based trip planning providing Metro route information and or trip planning coordination via telephone and voice activated menu.

I:\E&DTAC\UNMET\2017\Final2017_UnmetNeedsList.xlsx.docx

Rideshare Services for Children


Posted by: RideGuru Team 1 year, 6 months ago

  15 comments



Lyft™ \$1250
Driver Bonus

Work When You Want
& Be Your Own Boss!



Would you trust your kids to travel in a rideshare alone?

Hailing an Uber or Lyft when you are in a hurry or want to avoid an impending rainstorm has become a habit for many urbanites. The ease of hailing a car with the push of a button, has changed the transportation industry and city life will never be quite the same. Uber and Lyft aim to



though between these two companies, most any transportation option is at your fingertips, except for one: a child-friendly service.

Uber and Lyft both have explicit rules about not allowing children under the age of 18 in their vehicles without a guardian present. While there are plenty of legitimate reasons for not allowing children to travel unsupervised in a rideshare, some parents are finding that a child friendly rideshare service would solve a lot of their daily commuting woes, especially when you are a parent of multiple children who are all engaged in various activities.

One company, saw this market void, and developed a special rideshare service specifically designed for children. The company's name was Shuddle, and they took extra precautions when hiring drivers to make sure they were child friendly and extremely safe. Unfortunately for Shuddle, the company was never able to get off the ground. However, since their demise, multiple other companies trying to become the token rideshare service for kids have taken their spot.

The verdict is still out for many families on whether or not they would truly feel comfortable letting their child get in a car with a stranger, but for those of you who feel the benefits outweigh the risks, take a look at the list of companies below who strive to make sure there is a safe and convenient ride available for children.



HopSkipDrive

Available in Los Angeles, Orange County, the Bay Area, and San Jose.

Created by three Moms, who value safety above all us, HopSkipDrive provides an easy, child-friendly service. From unique driver requirements that include 5+ years childcare experience to a comprehensive 15 point driver certification process, and even live tracking of your child's ride, HopSkipDrive tries its best to make sure you feel comfortable allowing your child to ride with their drivers. A neat feature that HopSkipDrive promotes is the use of passwords between the kids and drivers to help insure that the kids are never getting into the wrong car.



Kid's Lyft

Available in Charles County, MD, Prince Georges County, MD, Montgomery County, MD, Howard County, MD, Washington, DC, and Northern Virginia.

Kid's Lyft is a small company started by a mother who saw an opportunity. Kid's Lyft is exactly what it sounds like, a Lyft service specifically designed for kids. Drivers must go through comprehensive background and safety tests as well as always wear their uniform and outfit their car with the Kid's Lyft symbol. Kid's Lyft does allow parents to request personal drivers, if you become comfortable with one person.



Zum

Available in the San Francisco Bay Area.

Zum is not only a rideshare service for kids, it is also a babysitting service as well. If you would like you can add on extra features such as babysitting or having the driver stay with your child at their activity for an extra cost. As with other child Rideshare services, Zum has stringent background and safety checks, claiming that only 1 out of 5 driver applicants pass their process. With Zum, you can view your driver and their profile up to 12 hours before the ride, adding that extra safety precaution for parents.



Kid's Cruiser

Available in Ann Arbor, Michigan.

Kid's Cruiser is small kid oriented rideshare company, that specializes in transporting your children to and from activities. Like other rideshare services for kids, Kid's Cruiser upholds safety to a very high degree to insure their drivers are top notch.

Zem Car



ZemCar is not only a rideshare service for kids but it also specializes in giving rides to senior citizens. All drivers are taken through intense security and background checks and must meet for and in person interview and provide multiple references. ZemCars are heavily monitored with live video feeds. This allows parents to watch their child's ride in real time or request that the ZemCar monitoring team watch the child. In addition, the monitoring team tracks the entire ride to make sure the driver stays on route. If he/she doesn't, the team calls the driver to make sure everything is OK. Finally, parents can build their own team of drivers and place them in their "circle of trust", this ensures that any time a senior family member or child needs to be picked up, a driver that the family knows and likes will be sent.



Sheprd

Available in Newton, MA.

Sheprd organizes popular ride routes from various activity facilities (YMCA, dance studios, camps, etc) within the town of Newton. Each ride costs a flat rate of \$17. School aged children from K-12 grade are eligible to ride with Sheprd. Sheprd will try to match up routes for multiple children so your child will most likely share their ride with other kids heading to the same activities. All Sheprd vehicles are Land Rover SUVs complete with in-car WiFi, TV, and phone chargers. Sheprd is currently only available in Newton, MA.



Kid Car

Available in NYC.

Since 2006, Kid Car has provided safe and convenient transport to children and parents in New York City by providing specially trained and vetted drivers with age and weight-appropriate, properly installed car seats. Younger children can ride with parents and caregivers around town and/or to the airport while older children can ride unaccompanied to school and after-school activities. Kid Car provides 3 car types: Sedans which fit up to 4 passengers with two forward-facing car seats or 3 passengers with 1 rear-facing car seat; Minivans which fit up to 5 passengers with three car seats; and SUV's which fit up to 6 passengers with four car seats. Kid Car accepts both on-demand and advance reservations.



Kango

Available in San Francisco Bay Area.

Kango is an app-based rideshare service in the San Francisco Bay Area that enables you to schedule rides and childcare for kids, from preschool to high school. All Kango drivers and sitters are pre-screened with in-person interviews, background checks, fingerprinting, and must have prior experience caring for children. Kids do not need a mobile phone to use Kango as everything is set up in advance. Not only does Kango offer rides and babysitting services, they also offer a platform that allows you to connect and chat with nearby parents, for free. This way parents can also use the platform to set up carpools and play dates. Kango is available as a monthly subscription (\$9.00 a month) with subscribers also paying rideshare (\$16 minimum for each trip) and babysitting (\$15-\$20 an hour) rates for each time they use the service.

Carpool Services



Carpool Kids

No set location, available for use anywhere.

Carpool kids is an app that allows parents to organize carpools for their children's activities. The app allows you to create carpooling groups with families you are already familiar with, it is not a rideshare app where you hire an outside driver. Scheduled carpools sync up with your iPhones calendar to make it easier to remember your child's schedule. At this moment the app is only available on iOS but you can sign into your account via their website if you wish to use their features but do not own an iPhone.

Kibzy



Kibzy is an app that allows parents to organize carpools for their kids. Kibzy provides a platform that connects parents who are already friends as well as facilitates connections to parents you share activities with, but have yet to meet. The Kibzy app offers real time tracking as well as ride reminders, pick up notifications, and drop off confirmation. There is no charge to use Kibzy and set up rides, however, Kibzy will give points everytime you offer to drive someones child, this method of "carma" allows you to give back to the parents who are helping you or your community.



Pogo Rides

No set location, available for use anywhere.

Pogo is an app that allows parents to organize rides for their kids through shared connections. The Pogo app is not a ridesharing app for your kids but a way to find other parents who are driving the same routes as you, allowing you to connect and create carpools for your children. Once you have created shared rides for your children you can track your childs ride in real time to ensure that they arrived at their destination safely. Pogo helps to connect you to other parents in your community that you may either know directly or through a mutual friend, so you are never placing your child with a complete stranger.



GoKid

No set location, available for use anywhere.

GoKid is an app that allows parents to easily communicate and facilitate carpools for their children's activities. The app is more of a replacement for long email chains than a ridesharing app as you create carpooling groups with families you are already familiar with. The app does include GPS-based tracking of cars, live mapping functionality, and in-app texting which all make life a little simpler when trying to coordinate carpools. It also tracks and sends reminders to the parents as to whose turn it is to do the driving.



Figure8

No set location, available for use anywhere.

Figure8 is an app that allows parents to arrange carpools with other parents (from your list of contacts), keep track of your littles ones' activities, get reminders on their schedule, and stay in touch with other parents. The app is another replacement app for long email and text chains when planning carpools with other parents. The app does include GPS-based tracking of cars so you can see where your children are at all times. It also optimizes routes for your group so you know which children should be picked up first/last to save drive time. There is no monetary exchange with Figure8, instead parents take turns driving the carpool.

[← Wanderlust Wednesday, Full of Colors](#)

[The Impact of the Sharing Economy →](#)

AGENDA: February 13, 2018

TO: Santa Cruz County Regional Transportation Commission

FROM: Grace Blakeslee, Transportation Planner

RE: Guide for Specialized Transportation- Update

RECOMMENDATIONS

Regional Transportation Commission (RTC) staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) provide input on the update to the Guide for Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County.

BACKGROUND

A Guide to Specialized Transportation Services for Seniors and People with Disabilities in Santa Cruz County is published by the RTC. Copies are available in English and Spanish. Larger print versions are also available. The Guide lists all known accessible transportation services available in Santa Cruz County including:

- Program, service or provider name
- Eligibility requirements
- Hours/schedule
- Service charges
- Service area
- How to request the service
- How trips are prioritized
- Number of vehicles available
- Whether wheelchairs are accommodated
- Link to the service website (if available)

DISCUSSION

Information about specialized transportation services in Santa Cruz County are included in the Guide to Specialized Transportation Services for Seniors and People with Disabilities and are shown in Attachment 1. The Guide for Specialized Transportation was last updated in 2015. Changes since the 2015 Guide for Specialized Transportation are highlighted. **RTC staff recommends that the E&D TAC provide input on the 2018 update to the Guide for Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County.**



Guide to Specialized Transportation Services for Seniors and People with Disabilities in Santa Cruz County

Prepared by

**The Santa Cruz County
Regional Transportation Commission**

1523 Pacific Avenue, Santa Cruz, CA 95060, www.sccrtc.org

For more information or additional copies, please call 831-460-3200

For personalized assistance in using or selecting transportation options included in this guide contact:

- Central Coast Center for Independent Living (CCCIL) 831-462-8720
- Senior Network 831-462-1433

Revised January 2018

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Cabrillo College Accessibility Support Center

Phone:	831-479-6379
Fax:	831-479-6393
Mailing Address:	6500 Soquel Dr., Aptos, CA 95003
TTY	831-479-6421
Web:	www.cabrillo.edu/services/dsps/
Service Area:	Cabrillo campus
Eligibility:	Mobility-impaired Cabrillo students must present medical documentation from their physician requesting campus transportation
Hours/Schedule:	Monday–Friday; hours change each semester
Service Charges:	No charge for this service; costs included in tuition fees
Securing Service:	Must meet with an Accessibility Support Center Counselor first to arrange transportation schedule and establish eligibility
How Trips are Prioritized:	Priority given to students regularly scheduled to attend classes on the hour
Vehicles:	2 carts
Wheelchairs Accommodated:	Yes
Spanish Spoken:	Yes

Central Coast Ambulance Service

Phone:	831-685-3201
Fax:	831-633-5263
Mailing Address:	P.O. Box 1244, Aptos CA 95001
Service Area:	Non-emergency medical transport to skilled nursing facilities and hospitals in Santa Cruz, San Benito, and Monterey Counties
Eligibility:	Everyone
Hours/Schedule:	24 hours/day, 7 days/week
Service Charges:	Varies according to skill level required by staff to accommodate the rider's needs. Private insurance accepted
Securing Service:	On demand and by reservation
How Trips are Prioritized:	By reservation
Vehicles:	6 ambulances
Wheelchairs	No folder wheelchair allowable. Passenger must lay on gurney.
Bariatric Gurneys Available	Yes. Maximum weight up to 1000 lbs including passenger.
Spanish Spoken:	Yes

City of Capitola–Seasonal Shuttle

Phone: 831-475-7300
Fax: 831-479-8879
Mailing Address: 420 Capitola Ave., Capitola CA 95010
Web: www.ci.capitola.ca.us

Agency History: Since 1995, the City of Capitola has provided contract services for an accessible weekend shuttle to the village and beach

Service Area: Between the shuttle parking lot No. 2 (426 Capitola Ave., Capitola), and the beach/Capitola Village

Hours/Schedule: Weekends and holidays from Memorial Day weekend through mid-September, 10 am –8 pm

Service Charges: No charge for shuttle. Parking cost is \$0.50 per hour. Parking limited to 12 hours.

Securing Service: Provided on a first come, first serve basis

How Trips are Prioritized: Not applicable

Vehicles: Varies by demand

Wheelchairs Accommodated: Yes

Spanish Spoken: Yes

Community Bridges/Lift Line

(Four transportation programs available)

Phone: 831-425-1558 or 831-688-9663
Fax: 831-685-8034
Mailing Address: 236 Santa Cruz Ave., Aptos, CA 95003
Web: www.communitybridges.org/liftline

Agency History: Community Bridges provides transportation services via Lift Line

Service Area: Santa Cruz County

Eligibility: Santa Cruz County residents age 60+ or living with a disability and meet the income criteria

Service Charges: No charge; although donations are accepted

Hours/Schedule: Monday-Friday, 9:00 am to 5:00 pm

How Trips are Prioritized: By reservation. Reservations requests are accepted between 8:30-3:30

Wheelchairs Accommodated: Yes

Spanish Spoken: Yes

Vehicles: 18

1 - Lift Line Medical Transportation (medical appointments only)

Hours/Schedule: Monday-Friday except holidays, first pick up at 8:30 am and last pick up at 3:30 pm

Service Area: Medical appointments in Santa Cruz Monterey, San Mateo, San Benito, Santa Clara, and San Francisco counties.

2 - Lift Line Senior Dining Center Transportation (to/from meal sites)

Meal Site Requests:	Highlands Park Senior Center: 831-336-5366 Live Oak Senior Center: 831-475-7177 Louden Nelson: 831-427-0901 Watsonville Senior Center: 831-724-2024
Eligibility:	Santa Cruz County residents age 60 (+) can apply at their local meal site
Hours/Schedule:	Depending on the scheduled serving times, varies at each center
Securing Service:	Contact Senior Center to secure a meal and contact Lift Line to schedule transportation

3 - Lift Line Taxi Scrip (contracted with local taxis)

Hours/Schedule:	24 hours, 7 days/week
Service Charges:	\$16/mo for \$60 worth of scrip for applicants under the 200% Federal Poverty Level (FLP). \$32/mo for \$60 in scrip for those above the 200% FLP
Service Area:	Confirm with contracted cab companies
Securing Service:	Same day service: Yellow Cab 831-333-1234 Courtesy Cab 831-761-3122 (Spanish spoken)
How Trips are Prioritized:	By reservation
Wheelchairs accommodated:	Taxis – request wheelchair vans at reservation

4 - Lift Line Veterans Medical Transportation* (to Veterans service facilities)

Hours/Schedule:	Mon-Fri excluding holidays, first pick up at 8:30 am and last pick up at 1:00 pm
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***see pg 12 for Santa Cruz County Veterans services**



Community Bridges provides rides with
their Lift Line and contracted vehicles
(Pages 4-5)

First Transit

Phone: 831-460-9911
Fax: 831-460-1011
Mailing Address: 117 Fern St., Ste. 100, Santa Cruz, CA 95060
Email: camilla.shaffer@firstgroup.com
Web: www.firsttransit.com

Agency History: First Transit has provided passenger transportation nationwide for over fifty years

Eligibility: Daily services for developmentally disabled adult clients of San Andreas Regional Center (SARC). Public charter services also available

Service Area: SARC service covers Santa Cruz County; charter service throughout greater Bay Area

Hours/Schedule: Charter services are flexible and arranged by reservation

Service Charges: No charge to authorized clients of SARC. Contact company for charter service rates

Securing Service: SARC clients via their Service Coordinator. Charter trips via the office

How Trips are Prioritized: SARC daily scheduled service is given priority

Vehicles: 20 vans and buses

Wheelchairs Accommodated: Yes, in 11 vehicles

Spanish Spoken: Yes

Greyhound Bus Lines

Phone:	831-212-3715 or 1-800-231-2222 1-800-752-4841 (ADA Assistance)
Email:	ADA.support@greyhound.com
TTY/TDD:	1-800-345-3109
Mailing Address:	920 Pacific Ave., Santa Cruz, CA 95060 (Metro Center)
Web:	www.greyhound.com
Eligibility:	Everyone
Service Area:	National
Hours/Schedule:	Varies
Service Charges:	Seniors (62+) receive a 5% discount, attendants of those needing special assistance pay 50% of regular fare
Securing Service:	Call or go online for route information or special assistance. No reserved seats. Recommend arrival one hour before departure time to wait in line for a seat
How Trips are Prioritized:	Request for special assistance or priority boarding must be made 48 hours in advance
Vehicles:	1775+
Wheelchairs Accommodated:	Wheelchair accessible buses are available with 48 hours advance request via the ADA toll-free number. Passengers with special needs will be given priority boarding and assistance, with prior 48 hours notification. (Wheelchair weight is limited to 1,000lbs including the passenger. Wheelchair size is limited to 30x48" and mobility scooters are limited to 30x30.)
Spanish Spoken:	Yes, at (800) 231-2222

Medi-Cal/Alliance Non-Emergency Transportation

Phone:	800-700-3874 ext. 5577
Fax:	831-430-5852
Mailing Address:	Alliance Transportation Coordinator: CCAH 1600 Green Hills Road, Suite 101 Scotts Valley, CA 95066
Web:	www.ccah-alliance.org
Agency History:	Central Coast Alliance for Health (Alliance) is locally governed and publicly operated, and serves over 30,000 members in Santa Cruz, and area Counties
Service Area:	Santa Cruz and Monterey Counties
Eligibility:	Residents of Santa Cruz County approved by the Alliance for Medi-Cal unable to use public or private transportation; rides provided by Lift Line and others
Hours/Schedule:	Monday-Friday, 8:00 am to 5:00 pm
Service Charges:	None
Securing Service:	7 Business days in advance
How Trips are Prioritized:	Rides provided only to medical appointments and other medically necessary services
Vehicles:	Vans
Wheelchairs Accommodated:	Yes, and gurney
Spanish Spoken:	Yes

Mental Health Client Action Network

Phone: 831-469-0462
Fax: 831-469-9160
Mailing Address: 1051 Cayuga St., Santa Cruz, CA 95062
Email: mail@mhcan.org
Web: www.mhcan.org

Agency History: Began as an informal community group in 1988; received County funding 1991 to present; non-profit status obtained in 1995

Service Area: Santa Cruz City area; excluding San Lorenzo Valley, Scotts Valley, Freedom and Watsonville

Eligibility: Residents of Santa Cruz County diagnosed with a major emotional or psychiatric disorder

Hours/Schedule: Monday- Friday: 8:30-4:30 pm

Service Charges: No charge

Securing Service: Advance reservation and same day service provided. After hours leave a message.

How Trips are Prioritized: Priority for medical appointments, trips to Emeline case managers, grocery stores, classes and support groups at MHCAN

Vehicles: 12- passenger van

Wheelchairs Accommodated: No

Spanish Spoken: Yes

Santa Cruz County Veterans Service Office*

Phone:	831-458-7110 650-493-5000 for transport to Palo Alto VA Med Center
Fax:	831-458-7116
Mailing Address:	842 Front Street, Santa Cruz CA 95060
Email:	stephen.corbett@santacruzcounty.us
Web:	www.santacruzvets.com
Service Area:	Big White Bus: Palo Alto and San Jose Medical Facilities DAV Van: Palo Alto, San Jose and Menlo Park Facilities No transportation services on holidays
Eligibility:	All veterans
Hours/Schedule:	Big White Bus: Departs: 842 Front St., Mon-Fri, 9:20am Returns: 842 Front St., Mon-Fri, 3:40pm DAV Van: Departs: as arranged by reservation Return: varies depending on reservation
Service Charges:	No charge
Securing Service:	Reservations not required on the Big White Bus. Reservations required on the DAV Van (call office 48 hours prior to arrange transportation)
How Trips are Prioritized:	By reservation
Vehicles:	1 bus and 1 van
Wheelchairs Accommodated:	Yes – Big White Bus No – DAV Van
Spanish Spoken:	Yes

*** Also see Community Bridges/Lift Line – page 5**

Santa Cruz Metropolitan Transit District (METRO)

Phone:	831-425-8600 Speech/Hearing Impaired CRS 711 Accessible Services Coordinator 831-423-3868
Fax:	831-426-6117
Mailing Address:	110 Vernon Street, Santa Cruz, CA 95060
Email:	info@scmttd.com
Web Site:	www.scmttd.com
Service Area:	Fixed route services within Santa Cruz County and on Highway 17 to San Jose
Eligibility:	Everyone
Hours/Schedule:	Varies by route
Service Charges:	Ride, day pass, monthly fares vary for: Regular fares, Seniors (62+)* disabled*, Hwy 17. METRO Discount Fare Photo ID card is required
Accessibility Coordinator:	Free personalized instructions for seniors, people with disabilities, including assistance with "Stoke Straps" mobility device tie-down. (Bus ride safely, discount ID card, tickets)
Securing Service:	First come, first served
How Trips are Prioritized:	Not applicable
Vehicles:	All routes have lift or ramp equipped buses, and "kneel" or have a low floor configuration
Wheelchairs Accommodated:	Buses designed to accommodate most mobility devices. Consult with METRO for specifics
Spanish Spoken:	Yes

**** Persons unable to access fixed route service due to a physical, cognitive, or psychiatric disability, contact METRO ParaCruz for an eligibility determination. See pg 15 for more information.***



METRO offers fixed route service
to destinations throughout
Santa Cruz County and
on the 17 Express to San Jose

Santa Cruz Metropolitan Transit District

(METRO - ParaCruz)

In cooperation with the Americans with Disabilities Act of 1990 (ADA), Santa Cruz METRO operates "METRO ParaCruz", a complementary Paratransit service.

Phone: 831-425-4664
CA Relay Service: 711 or 800-735-2929
Fax: 831-464-5400
Mailing Address: 2880 Research Park Dr, # 160 Soquel, CA 95073
Email: paracruz@scmtd.com
Web: www.paracruz.com

Eligibility: Persons certified through an in-person interview unable to functionally access the bus due to physical, cognitive, or psychiatric disabilities

Service Area: Door-to-door service to origin and destination locations within 3/4 mile of a METRO bus routes

Hours/Schedule: METRO ParaCruz service operates the same days and hours as METRO's fixed route

Fares: \$4.00 or \$6.00 fare per one-way trip based on origin and destination. Premium fares for 'will calls' (\$8.00 per trip). Re-dispatched vehicles (\$16.00)

Securing Service: Eligible persons may reserve service 1-3 days in advance (same-day service not available). No limitations on the number of METRO ParaCruz trips

How Trips are Prioritized: By reservation.

Vehicles: Mid-sized buses, accessible vans, minivans, in addition to contracting with private operators

Wheelchairs Accommodated: Wheelchair or mobility devices that can physically and safely be accommodated on the vehicles. Must navigate device on ramp or lift, and maneuver into a forward facing position for securement.

Spanish Spoken: Yes



METRO's ParaCruz provided lift-equipped vehicles for eligible individuals unable to use the fixed route system

Scotts Valley Senior Center

Phone:	831-438-8666
Mailing Address:	370 Kings Village Road, Scotts Valley, CA 95066
Eligibility:	Members and non-members 50+ years old
Hours/Schedule:	Monday: Groceries/Banking, Tuesday: Medical Appointments/Groceries, Wednesday: Lunch/Bingo at the Center, Thursday: Medical Appointments/Groceries, Friday: Shopping
Service Charges:	Members- Scotts Valley: \$1.50 one way; outside Scotts Valley: \$6.00 one way or \$7.00 round trip. Non/Members- Scotts Valley: \$2 one way; outside Scotts Valley: \$7 one way or \$8.00 round trip. Additional stops- 50 cents per stop.
Service Area:	Between Felton/Scotts Valley and Santa Cruz/Capitola for Scotts Valley
Securing Service:	Reservations must be made 24 hours in advance
How Trips are Prioritized:	Priority to medical rides, next to shopping trips
Vehicles:	1 minivan driven by a volunteer drivers
Wheelchairs Accommodated:	No
Spanish Spoken:	No

Taxi - Transportation Services

Eligibility: Everyone

Hours/Schedule: 24 hours/day; 7 days/week

1 - Courtesy Cab Company

Phone: 831-761-3122

Fax: 831-763-2527

Mailing Address: 149 Walker St, Watsonville, CA 95076

Email: maria@courtesycab.com

Web: www.courtesycab.com

Service Area: Rides originating in City of Watsonville, parts of Santa Cruz Co. No pick-up in City of Santa Cruz

Service Charges: \$4.00 to start; \$7.00 for the first mile; \$3.00 per mile thereafter, 10% discount for seniors. MSSP and Lift Line Scrip (see page 6) accepted

Securing Service: On demand

Vehicles: 6 autos, 6 lift-equipped vans

**Wheelchairs
Accommodated:** Yes, in all vans

Spanish Spoken: Yes

2- Santa Cruz Yellow Cab

Phone: 831-423-1234

Fax: 831-465-6519

Mailing Address: P.O. Box 3328, Santa Cruz, CA 95063

Email: scyellowcab@yahoo.com

Web: www.santacruzyellowcab.org

Service Area: Cities of Santa Cruz, Scotts Valley, Capitola, and unincorporated county areas

Service Charges: \$4.00 to start; \$3.00 per mile; \$36.00 hourly rate, 10% discount for seniors and disabled. Lift Line taxi Scrip (see page 5) accepted

Taxi Services Continued

Securing Service:	Advance reservations and ride requests welcome
How Trips are Prioritized:	Based on pick-up location and available drivers
Vehicles:	20 sedans, 5 mini-vans, 6 paratransit vehicles
Wheelchairs Accommodated:	Yes
Spanish Spoken:	Yes

UCSC - Disability Van Service

Transportation and Parking Services (TAPS)

Phone:	831-459-2829 c/o TAPS/Fleet Services
Fax:	831-459-4234
Mailing Address:	1156 High St. Santa Cruz, CA 95064
Email:	dvs@ucsc.edu
Web:	https://taps.ucsc.edu/buses-shuttles/d-v-s.html
Service Area:	Shared-ride, curb-to-curb to regular stops within $\frac{3}{4}$ mile of UCSC Campus Transit Route
Eligibility:	Students/staff/ faculty, and campus visitors with temporary, stamina, or permanent mobility impairments to locations not served by Campus Transit System. Medical documentation required
Hours/Schedule:	School term: M-F, 7:30am-11:15pm; Weekends: 6:00pm-11:15pm; Summer session: M-F, 7:30am-9:45pm; Intersession (qtr. break): M-F, 7:30am-5:45pm; Night: M-Th, after 9:00pm, Fridays after 6:00pm
Service Charges:	No charge
Securing Service:	Reservation requests can be made online or phone. Phone reservations can be made between M-F, 7:30am-4:30pm. Same day reservations made by phone only. Next day reservations are accepted until 7:30pm the night before. Next day reservations received after 7:30pm the night before will be placed on the will-call list.
How Trips are Prioritized:	Priority is given first to advance bookings traveling to class
Vehicles:	6 accessible minivans
Wheelchairs Accommodated:	Yes
Spanish Spoken:	No

Van Rentals (Accessible Vehicles)

Company: **Wheelchair Getaways**
Phone: 1-800-638-1912
Fax: 1-650-589-5556
Address: San Jose, San Francisco, San Mateo, other
Web: <http://www.wheelchairgetaways.com/>
Services: Accessible van rentals
Spanish Spoken: No

Company: **Access Options Incorporated**
Phone: 831-722-6804
Fax: 1- 888-828-5438
Address: 109 Lee Rd, Ste D Watsonville, CA 95076
Web: www.accessoptions.com
Services: Accessible van rentals, sales and modifications
Spanish Spoken: Yes

Volunteer Centers of Santa Cruz County

Phone:	San Lorenzo Valley/ Scotts Valley: 831-336-9387 Santa Cruz: 831-427-3435 Watsonville: 831-722-6708
Fax:	831-423-6267
Mailing Address:	1740 17 th Ave, Suite 2, Santa Cruz, CA 95062
Email:	rsvpvol@scvolunteercenter.org Santa Cruz wats@scvolunteercenter.org , Watsonville
Web:	www.scvolunteercenter.org
Agency History:	Service provided by volunteer drivers since 1966
Service Area:	Santa Cruz County
Eligibility:	Seniors (55+) and disabled individuals (non-wheelchair)
Hours/Schedule:	Mon–Fri, 9:00am–4:00pm Front desk service, 10:00am-1:00pm
Service Charges:	No charge. Limit of one trip per week
Securing Service:	Reserve at least 7-10 business days in advance
How Trips are Prioritized:	Priority given first to rides for medical purposes, second for banking and grocery shopping
Vehicles:	Volunteer drivers use their own vehicles
Wheelchairs Accommodated:	No
Spanish Spoken:	Yes, agency staff

Monterey County ADA Paratransit (MST RIDES)

Phone: 888-678-2871
TDD: 831-393-8111
Mailing Address: One Ryan Ranch Rd. Monterey, CA 93940
Web: <http://www.mstmobility.org/ada-paratransit-rides.htm>

Service Area: Curb-to-curb service to origins and destinations within 3/4 mile of MST fixed-routes and available in limited areas outside the service area to registered RIDES clients*

Eligibility: Clients with disability that prevents independent use of fixed-route service. Certification process: up to 21 days

Hours/Schedule: Service during hours/days MST operates fixed route

Service Charges*: One-way, 2.7 miles or less, \$1.50. One-way, 2.7 to 17 miles, \$2.50. One-way, more than 17 miles \$3.50. Personal Care Assistants with ID card ride free

Securing Service: Reservations can be made up to 7 days in advance. Next day reservations received until 5:00 PM.

Vehicles: 23

**Wheelchairs
Accommodated:** Yes

***Other:** Registered MST RIDES clients may be reimbursed up to 50% of taxi rides, based on funding availability and not to exceed \$45 per person/month.

San Benito County Paratransit (County Express)

Phone: 831-636-4161
Mailing Address: 3240 Southside Rd, Hollister, CA 95023
Web: <http://www.sanbenitocountyexpress.org/paratransit.html>

Agency History: Operated in conjunction with San Benito County Transit

Eligibility: Paratransit riders must be unable to use Fixed Route bus transit

Service Area*: Within $\frac{3}{4}$ mile of bus routes; connecting service at Gilroy for Santa Clara County services

Service Charges*: \$1.25, Personal Care Assistants ride free

Securing Service*: Reservations accepted up to 14 days in advance or same day. (Rides scheduled the day of service will be subject to a \$1.00 convenience fee)

How Trips are Prioritized: Not applicable

Vehicles: 5 vehicles in service daily (Mon–Fri)
1 vehicle in service (Sat–Sun)

Wheelchairs Accommodated: Yes

Spanish Spoken: Yes

****Other: A general Dial-A-Ride service is available for anyone living outside $\frac{3}{4}$ mile of the Fixed Route service area. General Dial-A-Ride service fares are \$1.25 for youth, seniors, and disabled individuals and \$2.00 for adults.***

Santa Clara County Paratransit

Phone:	408-436-2865
TDD:	408-436-0155
Fax:	408-382-0470
Mailing Address:	926 Rock Ave., Suite 10, San Jose, CA 95131
Email:	admin@outreach2.org
Web:	www.outreach1.org
Agency History:	Valley Transportation Authority (VTA) provides accessible bus, light rail, and paratransit service through contract with Outreach and Escort, Inc
Service Area:	3/4 mile corridor around VTA bus, light rail routes
Hours/Schedule:	Administration is open 8:00am - 5:00pm; service hours comparable to VTA route schedules
Service Charges*:	\$4.00 each way; Personal Care Assistants ride free
Securing Service:	Reservations accepted 1- 3 days in advance
How Trips are Prioritized:	Not applicable
Vehicles:	Sedans and wheelchair accessible vans
Wheelchairs Accommodated:	Yes
Spanish Spoken:	Yes

****Other: Surcharge of two times the One-Way Trip fare is added to the regular charge for each trip that originates and/or terminates within Santa Clara County, but outside the ADA Paratransit Service Area. Customers living outside of the ADA Paratransit Service Area will be subject to the Service Area Surcharge for trips to or from their home.***

TELEPHONE NUMBERS *

Cabrillo College Accessibility Support Center -----	479-6379
Central Coast Ambulance Service -----	685-3201
City of Capitola-Seasonal Shuttle -----	475-7300
Community Bridges/Lift Line -----	425-1558 or 688-9663
Courtesy Cab Co. (Watsonville Transportation) -----	761-3122

First Transit -----	460-9911
Greyhound Bus Lines -----	212-3715 or 1-800-231-2222
Medi-Cal/Alliance Non-Emergency Transportation --	430-5500
Mental Health Client Action Network -----	469-0462

Santa Cruz County Veterans Service Office -----	458-7110
Santa Cruz Metropolitan Transit District -----	425-8600
Santa Cruz Metropolitan Transit District ParaCruz---	425-4664
Scotts Valley Senior Center -----	438-8666
UCSC Disability Van Service -----	459-2829
Van Rentals:	
Access Options -----	722-6804
Wheelchair Getaways -----	1-800-638-1912

Volunteer Centers of Santa Cruz County:	
San Lorenzo Valley -----	336-9387
Santa Cruz -----	427-5070
Watsonville -----	722-6708
Santa Cruz Yellow Cab -----	3333-1234
Other Counties:	
Monterey -----	1-888-678-2871
San Benito -----	636-4161
Santa Clara -----	408-436-2865

*** All numbers are in the 831 area code unless noted**

**Prepared by
The Santa Cruz County Regional
Transportation Commission**

1523 Pacific Avenue
Santa Cruz, CA 95060

www.sccrtc.org

For more information or additional copies, please call 831-460-3200

Revised January 2018

AGENDA: February 13, 2018

TO: Santa Cruz County Regional Transportation Commission

FROM: Grace Blakeslee, Transportation Planner

RE: Pedestrian Safety Work Group - Update

RECOMMENDATIONS

Receive an update from the Pedestrian Safety Work Group, a subcommittee of the Elderly & Disabled Transportation Advisory Committee (E&D TAC).

BACKGROUND

A Pedestrian Safety Work Group, a subcommittee of the Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee, works specifically on pedestrian safety issues. The mission of this subcommittee, called the Pedestrian Safety Work Group (PSWG), is to help ensure safe and accessible pedestrian travel throughout the county for the benefit of all residents.

DISCUSSION

In 2017, the Pedestrian Safety Work Group (PSWG) completed a brochure for pedestrians and bicyclists titled, 'What Pedestrians and Bicyclists Want Each Other to Know'. The intent of the brochure is to help both bicyclists and pedestrians understand each other's expectations and offer helpful tips, especially involving disabled pedestrians. The final draft of the brochure was approved for distribution by the RTC at the March 2, 2017 RTC meeting.

The Pedestrian Safety Work Group will provide an update on outreach for the 'What Pedestrians and Bicyclists Want Each Other to Know' and other on recent activities.

AGENDA: February 13, 2018

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Rachel Moriconi, Senior Transportation Planner
RE: 2018 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the RTC's State and Federal Legislative Programs for 2018 ([Attachment 1](#)).

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County. Working with local jurisdictions and Santa Cruz Metropolitan Transit District (METRO), the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), other transportation entities, and its legislative assistants, RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff developed the 2018 draft legislative programs, taking into consideration issues that have been identified by local partner agencies, the Central Coast Coalition, other Regional Transportation Planning Agencies, and the RTC's federal legislative assistants - Capital Edge. The Interagency Technical Advisory Committee (ITAC) reviewed and supported the draft legislative program at its January 2018 meeting. The Legislative Program guides RTC staff and board member comments on legislative and administrative proposals that are raised throughout the year.

In 2017, the California Legislature and Governor Brown approved the Road Repair and Accountability Act of 2017 (Senate Bill 1), providing the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 makes new state revenues available for transportation investments across all modes of transportation, including formula funds for two transit programs. Unfortunately, these new SB1 revenues have been threatened and a repeal of SB 1 may be on the state ballot later this year. Given the significance of these new funds for addressing the backlog of road repair, transit system maintenance, bicycle,

pedestrian, and mobility projects in Santa Cruz County, the 2018 legislative program includes support of efforts that firewall and preserve these and other funds for transportation.

On the federal level, a major focus will be on a potential infrastructure initiative, stabilizing federal funding, and ensuring federal programs do not exclude smaller regions. Attachment 2 provides an update from Chris Giglio at Capital Edge, including summaries of transportation-related components of the Congressional tax bill approved in December 2017 (Attachment 2a) and a possible draft of what may be the Trump infrastructure plan (Attachment 2b). While this “leaked” draft infrastructure plan mentions no dollar amounts, many suspect \$200 billion in federal funds over 10 years, probably offset by proposed cuts elsewhere, to “incentivize” at least \$800 billion in state, local, or private funds. As expected, it leans on loan programs and hopes for private investment and wants to streamline federal permitting and other rules to accelerate project delivery. While this proposal may not have a strong chance of passage, it could start serious discussions in Congress about something with a more robust federal contribution.

SUMMARY

Each year the Regional Transportation Commission (RTC) adopts legislative priorities to guide its analysis of state and federal legislative or administrative actions that could impact transportation projects in Santa Cruz County. The legislative priorities for 2018 are focused on protecting state and federal transportation revenues available for local transportation projects (Attachment 1).

Attachments:

1. Draft Legislative Program
2. Federal Update from Capital Edge
 - a. Federal Tax Bill Summary
 - b. Funding Principles – Trump Infrastructure Proposal
3. Proposition 69: Support Safer Roads and Protect Local Improvements

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**Santa Cruz County
Regional Transportation Commission
2018 STATE Legislative Program**

**New items that were not included in the 2017 Legislative Program shown with an asterisk.*

Transportation Funding

- **Protect Transportation Funding:** Preserve funding for transportation projects, support the constitutional protection of transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
 - Senate Bill 1 (SB1) restored funding for transportation that will allow the state, regions, and local jurisdictions to improve transportation for all Californians. SB 1 improves the condition of local streets and roads and the state highway system, supports public transit systems and implements bicycle and pedestrian improvement projects across the region. **Support constitutional protections of SB1 and other transportation funding from diversion and oppose any repeal efforts.** Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County.*
 - Protect all current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), transit, and regional funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration to ensure that distribution of taxes on online sales do not negatively impact TDA-LTF and local sales tax measure revenues.*
- **Ensure Fair Distribution of Funding:**
 - Ensure state and federal funds are available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multi-modal projects in Santa Cruz County that address local and regional priorities.
 - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based.
 - **State Transportation Improvement Program (STIP):** Restore State Transportation Improvement Program (STIP) county-shares and ensure equitable programming and allocation

of STIP funds. Over \$9 million in past county shares still need to be restored to the Santa Cruz County region.

- **“Disadvantaged Communities” Definition:** Broaden the definition of “disadvantaged communities” (DACs) in order to ensure that projects that benefit low-income and other transportation disadvantaged residents of Santa Cruz County are not excluded from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation.
- **Increase State Funding for All Transportation Modes:** Support measures that increase funding for and support implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, active transportation bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets
 - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, including new gas taxes and vehicle registration fees.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. *(SB83 cleanup)*
 - **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
 - **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations*
 - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County*
 - Ensure continued funding for low and zero emission bus deployment.*
 - **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation



- Transit projects
- Santa Cruz Branch Rail Line
- Bicycle and Pedestrian facilities, including the Monterey Bay

Sanctuary Scenic Trail Network
(MBSST)

Project Implementation

- **Streamlining & Expediting Project Delivery:** Support administrative and/or legislative efforts to streamline funding applications, simplify program administration and other efforts that modernize and accelerate project delivery.
 - Support the development of greater efficiencies of transportation program implementation, including eliminating any unnecessary, overly burdensome and/or duplicative mandates.*
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.*
 - Support delegation of National Environmental Policy Act review and fund allocation responsibilities to Caltrans, environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery.
- **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing.
- **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:** Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.

Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.

- **Encroachments**
Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **Active Transportation Facilities:**



*For more information contact the RTC at 831-460-3200; info@sccrtc.org;
1523 Pacific Ave., Santa Cruz, CA 95060*

Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian safety countermeasures; providing additional direction and consistency for accessible pedestrian design.

- **SB 743 Implementation:** Ensure SB743 (Steinberg, 2013) implementation supports infill development and expedites transportation project delivery.
- **Administrative:** Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small regional agencies.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- **Commuter Programs:** Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- **Safety:** Support legislation and programs that improve transportation safety for all users and help achieve Vision Zero —aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis. Support commercial driver, bus driver, motorist, bicyclist, safe routes to schools training and education programs which reduce collisions.*
- **Shared Mobility:** Support policies that enable technological innovations to improve mobility, while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.*
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.*
- **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification. Support improved utility pricing for public transit fleets.



**SANTA CRUZ COUNTY RTC
WASHINGTON OFFICE MEMORANDUM**

TO: George Dondero, Regional Transportation Commission (RTC)
FROM: Chris Giglio, CapitalEdge
DATE: January 22, 2018
SUBJECT: 2017 Wrap-Up & 2018 Outlook

Federal Update 2017 -- below are some pertinent items on which we worked on behalf of the RTC in 2017:

- *Trump Administration Appointees*: kept RTC abreast of nominations for key positions at agencies such as the Department of Transportation. One year into the Administration, “modal” agencies such as Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration still do not have Senate-approved leaders.
- *Federal Budget*: updated RTC on the progress of the FY 2018 budget, which to date still has not been finalized by Congress (FY18 formally started on October 1, 2017). The Trump Administration’s first budget proposal recommended eliminating funding for New Start transit projects, the TIGER grant program, and most Amtrak subsidies (among other proposed cuts), but Congress so far has been convinced to reject those proposals. If current proposals hold, most federal transportation programs will be funded at or near their FY 2017 levels.
- *Tax Bill*: worked successfully to maintain the tax-exempt status of municipal bonds and private activity bonds. However, some transit benefits were eliminated in the final bill (see related update on tax bill). Also worked on coalition that unsuccessfully tried to get tax-writing committees to replenish the shrinking Highway Trust Fund as part of a tax bill.
- *MPO Consolidation*: worked on successful legislation to rescind a 2016 Department of Transportation regulation designed to consolidate smaller Metropolitan Planning Organizations. If implemented, the rule would have forced AMBAG to rewrite its boundaries or be faced with consolidation with the San Francisco Bay Area Metropolitan Transportation Commission.
- *FEMA Reimbursement*: worked with FEMA and Rep. Panetta’s office on the RTC request for reimbursement from the Federal Emergency Management Agency for railroad track damage from 2017 winter storms.
- *Rep. Panetta Staff Visit*: assisted RTC in arranging a visit by Rep. Panetta’s Washington, DC transportation staff to Santa Cruz to learn about RTC projects and priorities.

2018 Outlook – Infrastructure Package

On many occasions, the President has indicated that he would like Congress to consider a large-scale infrastructure package following the health care and tax debates. While it appears that immigration may leapfrog infrastructure as a priority for 2018, the President is said to be preparing a proposal to unveil shortly after his State of the Union address on January 30.

Recently, the attached size-page outline from the White House was leaked, and it appears to follow many of the White House talking points on the matter over the last year, particularly the emphasis on private investment. Some other thoughts:

- While the outline does not include a funding level, it is believed that the Trump Administration will propose \$200 billion in federal investment over the next 10 years that will incentivize an additional \$800 billion (or more) in state, local, and/or private financing.
- Also, not in the document, we believe it is likely that the Trump Administration will insist that the \$200 billion in federal funds be offset by spending reductions in other areas.
- White House staff have been touting the benefits of public-private partnerships (P3s), but the President has commented on several occasions that he does not believe that P3s work very well in the transportation arena (often referring to a failed P3 in Indiana started under then-Governor Mike Pence).
- The White House is said to be “agnostic” on the actual type of infrastructure the plan would fund, and the outline mentions transportation, broadband communications, water utilities, brownfields, flood control, and even commercial space and veterans’ hospitals.
- A new infrastructure “incentive” program would constitute 50% of the funding. It looks to rely heavily on bringing 80% or more non-federal funding for the table. Also, a limit of 10% of the funding to any state would make competition for California dollars intense.
- The proposal also looks to provide increased borrowing authority for existing federal loan programs, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing (RRIF) programs at DOT.
- If this draft is in fact the White House proposal, it probably stands little chance of approval in Congress in its current form, as Senate Democrats support would be needed for passage, and they are likely to insist on much more federal investment. Congressional Republicans at this point do not appear to be willing to make that kind of investment so soon after the tax bill.
- The emphasis on non-federal funding has also made some observers believe that the Trump Administration is looking to change the manner in which federal transportation funds are distributed beyond the infrastructure package – essentially flipping the traditional 80% federal contribution matched by 20% local funds on its head.

**SANTA CRUZ COUNTY RTC
WASHINGTON OFFICE MEMORANDUM**

TO: Regional Transportation Commission (RTC)
FROM: Chris Giglio, CapitalEdge
DATE: January 22, 2018
SUBJECT: Federal Tax Bill Summary

Last month, Congress approved, and the President signed into law, tax legislation that was designed to lower individual and corporate tax rates. In order to partially offset the cost of the bill – expected to be over \$1.5 trillion over the next 10 years – Congress considered eliminating a number of tax breaks and deductions. Below is a brief outline of some pertinent items that had been debated in the final hours of the bill that could impact transportation agencies and users.

Advanced Refunding Bonds

The one-time ability to refinance debt at lower rates is now prohibited as of January 1. This may restrict refinancing by local agencies to once after the first 10-years of a 30-year window, and could result in higher financing costs.

Transit Commuter Benefits

The final bill eliminated the ability of employers to write-off subsidized parking and transit costs, however commuters can still purchase rail and bus transit passes pre-tax (not as a subsidy). Employers who provide pre-tax programs, as well as those who offer subsidized programs, will continue to receive payroll tax benefits. Tax benefits for employers that cover expenses related to bike commuting are also eliminated. The new law does permit employers the ability to write-off subsidized bike programs; however, individuals will have to report that benefit as taxable.

Railroad Track Maintenance Tax Credit

Supporters of this federal tax credit for investments in short line railroad track maintenance were hoping to include a long-term extension in the tax bill. While the bill did not include a long-term extension, the tax credit was not eliminated to provide savings for other cuts in the tax bill, either. The credit expired at the end of 2017 and will need an extension from Congress.

State and Local Tax Deduction

The final bill caps local deductions at the first \$10,000 of property, income, or sales tax. The House bill would have capped it at \$10,000 of property tax only and the Senate bill would have eliminated it altogether.

Private Activity Bonds (PAB)

Tax-exempt bonds issued by state or local government for capital projects, usually by a private entity, were not changed in the final bill. The House bill would have eliminated them, but they remain available for financing capital projects.

New Markets Tax Credit (NMTC)

Federal tax credit to private entities making investments in distressed communities remains. This type of credit has been used in some communities for private developments at bus and other transit stations. The House bill would have eliminated them. The credit does expire in 2019, however and would need an extension.

Tax Credit Bonds

The Conference Report ends the issuance of tax credit bonds such as Build America Bonds (which expired in 2010), Clean Renewable Energy Bonds, Qualified Alternative Energy Bonds, and Qualified Zone Academy Bonds. This provision was in the House bill. Build America Bonds provided a better deal than tax-exempt debt and funded a lot of transportation projects when they were part of the Recovery Act in 2009-10.

Public Retirement Plans

No major changes in the final bill. The House bill would have imposed new contribution limits, catch-up rules and eliminate exemptions for early withdrawal penalties.

Infrastructure Initiative/Package

The tax bill may have an indirect impact the chances of success of an infrastructure package. Deficit hawks in Congress may not be eager to add more to the deficit so soon after the tax bill and could reject infrastructure proposals that would include robust federal investments.

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Possible "Leaked" Trump Infrastructure Proposal
Funding Principles

- I. Infrastructure Incentives Initiative: encourages state, local and private investment in core infrastructure by providing incentives in the form of grants. Federal incentive funds will be conditioned on achieving milestones within an identified timeframe. ***Accounts for 50% of total appropriation.***
- A. Applies to: surface transportation, airports, passenger rail, maritime and inland waterway ports, flood control, water supply, hydropower, water resources, drinking water facilities, storm water facilities, Brownfield and Superfund sites
 - B. Eligible entities: States or groups of states, Puerto Rico, U.S. territories, metropolitan planning organizations, units of local government or a group of local governments, special purpose district or public authority responsible for maintaining infrastructure facilities, public utilities, non-profits, tribal governments, multijurisdictional group of eligible entities, private entities with sponsorship from an eligible public entity .
 - C. Core infrastructure projects are eligible. The lead federal agency administering the initiative will define eligible costs and conduct audits to ensure funds are used appropriately.
 - D. The lead federal agency will solicit applications every 6 months. Criteria includes:
 - 1. Dollar value of project (weighted at 10%)
 - 2. Evidence supporting how applicant will secure and commit new, non-federal revenue to create sustainable, long-term funding (weighted at 50%)
 - 3. Evidence supporting how applicant will secure and commit new, non-federal revenue for operations, maintenance and rehabilitation (weighted at 20%)
 - 4. Updates to procurement policies and project delivery approaches to improve efficiency in project delivery and operations (weighted at 10%)
 - 5. Plans to incorporate new technology (weighted at 5%)
 - 6. Evidence to support how project will spur economic and social returns on investment (weighted at 5%)
 - a. Calculated by multiplying the weighted score by the percentage of non-federal revenues used to fund the project
 - b. Lookback period:
- | Years Passed | New Revenue Credit Score Multiplier |
|-----------------|-------------------------------------|
| >3 years | 0% |
| 2-3 | 30% |
| 1-2 | 40% |
| 0-1 | 50% |
| After Jan. 2018 | 100% |
- E. Grant awards can't exceed 20% of total project cost. Any individual state can't receive more than 10% of the amount available
- II. Transformative Projects Program: makes available federal funding and technical assistance for innovative and transformative infrastructure projects based on competitive basis to viable projects unable to secure financing through private sector due to the uniqueness of the program. Applicable projects must be exploratory and ground-breaking ideas that have more risk than

standard infrastructure projects but offer a larger reward profile. Covered sectors include: transportation, clean water, drinking water, energy, commercial space, and telecommunications.

Accounts for 10% of total appropriation.

- A. Dept. of Commerce chairs administration of the program.
 - B. Eligible entities: States or groups of states, Puerto Rico, U.S. territories, metropolitan planning organizations, units of local government or a group of local governments, special purpose district or public authority responsible for maintaining infrastructure facilities, public utilities, non-profits, tribal governments, multijurisdictional group of eligible entities, private entities with sponsorship from an eligible public entity.
 - C. Funding tracks: *Applicants could apply for all or specific tracks.*
 - 1. Demonstration: funding provided for planning, construction, deployment and evaluation of demonstration trials. Can't be used for applied R&D activities but instead where a prototype is operated at or near full scale. *Federal funding may be used for up to 30% of eligible costs.*
 - 2. Project Planning: funding provided for final pre-construction activities – i.e. final design and engineering. Demonstration trial must have occurred and been successful. Must demonstrate construction would begin within a reasonable time frame. *Federal funding may be used for up to 50% of eligible costs.*
 - 3. Capitol Construction: funding provided for capital projects having independent utility and ready for intended use upon completion. *Federal funding may be used for up to 80% of eligible costs.*
 - a. Under this track, applicant required to enter into a financial partnership agreement with the Federal Government requiring that if a project begins to generate value, the Federal Government would have rights to share in the project value. The Federal Government would not assert first claim under any such agreement, would not accept a seat on any company's board of directors, and all partnership agreements would provide that the company retains ownership of any and all intellectual property.
 - D. Minimum match requirements in the form of equity investments by private or non-profit organizations. Applicant must demonstrate equity is committed and available.
 - E. Federal technical assistance available in addition to funding tracks, but no funding provided.
 - F. Dept. of Commerce would administer the program with an interagency selection committee. A notice of funding opportunity would be published in the federal register soliciting applications on an annual basis. Cost benefit analysis is required and applications are limited to one per lead applicant, although there would be no limit to the number of applications on which an applicant could be listed as a partner applicant.
 - G. Applicants selected would enter into a partnership agreement with the Federal Government which would specify terms and would not exceed 7 years to outlay funds. Milestones and schedules included in the agreement, the progress for which the lead Federal agencies would conduct regular audits.
- III. Rural Infrastructure Program: designed to encourage investment to enable rural economies, facilitate freight movement, improve access to reliable and affordable transportation, etc. States are incentivized to partner with local and private investment for completion and operation of projects under this program. ***Accounts for 25% of total appropriation.***
- A. Eligible entities rural programs include:

1. Transportation - roads, bridges, public transit, rail airports, and maritime and inland waterway ports;
 2. Broadband - and other high-speed data and communication conduits;
 3. Water and waste – drinking water, waste water, land revitalization, and Brownfields;
 4. Power and electric – governmental generation, transmission and distribution facilities; and
 5. Water resources – inland waterway ports, flood risk management, maritime ports and water supply.
- B. Funding:
1. 80% of funds made available for states would be provided to the Governor of each state via the following formula:
 - a. Ratio based on total rural lane miles in a state in relation to total rural lane miles in all states and a ratio based on the total adjusted rural population of a State in relation to the total adjusted rural population of all states.
 2. 20% reserved for rural performance grants
 - a. States encouraged to do so within 2 years of enactment
 - b. Grants available for up to 10 years after enactment or until funds run out.
 - c. To qualify, states must publish a comprehensive rural infrastructure investment plan (RIIP) within 180 days of receipt of formula funds.
 3. Funds made available would be distributed as block grants without Federal requirements, but must be used for projects in rural areas with a population of less than 50,000.
 4. Provides investment designed to address infrastructure needs on tribal lands and U.S. Territories.
- IV. Federal Credit Programs: designed to increase the capacity of existing Federal lending programs to increase investment. ***Accounts for 7.05% of total appropriation.***
- A. Would establish the (1) Transportation Infrastructure Finance and Innovation Act, (2) Railroad Rehabilitation and Improvement Financing, (3) Water Infrastructure Finance and Innovation Act, and (4) United States Department of Agriculture Rural Utilities Lending Programs under which specific funds would be set aside and appropriated to the relevant U.S. agency and would remain available until 2028.
- V. Public Lands Infrastructure Fund: would create a new infrastructure fund in the U.S. Treasury called the Interior Maintenance Fund comprised of additional revenues from the amounts due and payable to the U.S. from mineral and energy development on Federal lands and waters.
- VI. Disposition of Federal Real Property: would establish through executive order the authority to allow for the disposal of Federal assets to improve the overall allocation of economic resources in infrastructure investment.
- VII. Federal Capital Financing Fund: creates a funding mechanism similar to a capital budget but that operates within the traditional rules used for the Federal budget by establishing a mandatory revolving fund to finance purchases of federally owned civilian real property. Once approved in an Appropriations Act, the revolving fund would transfer money to agencies to finance large-dollar real property purchases. Purchasing agencies would then be required to repay the fund in 15 equal annual amounts using discretionary appropriations. ***Accounts for 5% of total appropriation.***

- VIII. Private Activity Bonds: would amend 26 U.S.C. 142 to allow broader categories of public-purpose infrastructure, including reconstruction projects, to take advantage of PABs would encourage more private investment in projects to benefit the public.
- A. Elimination of the AMT provision and the Advance Refunding prohibition on PABs
 - B. Elimination of the transportation volume caps on PABs and expend eligibility to ports and airports
 - C. Removal of state volume cap on PABs
 - D. Provide change-of-use provisions to preserve the tax exempt status of governmental bonds
 - E. Require public attributes for core public infrastructure projects
 - F. Provide change-of-use cures for private leasing of projects to ensure preservation of tax exemption for core infrastructure bonds

Principles for Infrastructure Improvements

- I. Transportation
- A. Financing
 - 1. Allow states flexibility to toll on interstates and reinvest toll revenues in infrastructure
 - 2. Reconcile the grandfathered restrictions on use of highway toll revenues with current law
 - 3. Extend streamlined passenger facility charge process from non-hub airports to small hub sized airports
 - 4. Support airport and non-federal maritime and inland water way ports financing options through broadened TIFIA program eligibility
 - 5. Subsidize railroad rehabilitation and improvement financing for short-line and passenger rail
 - 6. Provide states flexibility to commercialize interstate rest areas
 - 7. Remove application of federal requirements for projects with de minimis Federal share
 - 8. Expand qualified credit assistance and other capabilities for state infrastructure banks
 - B. Highways
 - 1. Authorize federal land management agencies to use contracting methods available to states
 - 2. Raise the cost threshold for major project requirements to \$1 billion
 - 3. Authorize utility relocation to take place prior to NEPA completion
 - 4. Refund of federal investment to eliminate perpetual application of federal requirements
 - 5. Provide small highway projects with relief from the same Federal requirements as major projects
 - C. Transit
 - 1. Require value capture financing as condition for receipt of transit funds for major capital projects (Capital Investment Grants)
 - 2. Eliminate constraints on use of public-private and public-public partnerships in transit
 - 3. Codify expedited project delivery for Capital Investment Grants pilot program

D. Rail

1. Apply Fast Act streamlining provisions to rail projects and shorten the statute of limitations

E. Airports

1. Create more efficient federal aviation administration oversight of non-aviation development activities at airports
2. Reduce barriers to alternative project delivery for airports
3. Clarify authority for incentive payments under the Airport Improvement program
4. Move oversight of AIP funds to post-expenditure audits

II. Water Infrastructure

A. Financing

1. Authorize Clean Water State Revolving Fund for privately owned public purpose treatment works
2. Expand EPA's WIFIA authorization to include flood mitigation, navigation and water supply
3. Eliminate requirement under WIFIA for borrowers to be community water systems
4. Authorize Brownfield rehabilitation and clean up of superfund sites under WIFIA
5. Reduce rating agency opinions from two to one for all borrowers
6. Provide EPA authority to waive the springing lien in certain lending situations
7. Increase the base level of administrative funding authorized to ensure EPA has sufficient funding to operate the WIFIA program
8. Remove the restriction on the ability to reimburse costs incurred prior to loan closing under WIFIA
9. Expand the WIFIA program to authorize eligibility for credit assistance for water systems acquisitions and restructurings.

B. Water programs

1. Remove the application of Federal requirements for de minimis Federal involvement
2. Provide EPA infrastructure programs with "SEP-15" authorizing language
3. Apply identical regulatory requirements to privately owned "public purpose" treatment works and publicly owned treatment works

C. Inland waterways

1. Authorize all third party construction and operation arrangements as eligible expenses for inland waterways trust fund and treasury appropriations
2. Authorize non-federal construction and operation of inland waterways projects

D. Water infrastructure resources

1. Authorize user fee collection and retention by the Federal government and third parties under the WRDA Section 5014 pilot program
2. Expand U.S. Army Corps of Engineers' authority to engage in long-term contracts
3. Authorize operation and maintenance activities at hydropower facilities
4. Deauthorize certain federal civil works projects
5. Expand authority for acceptance of contributed and advanced funds
6. Retain recreation user fees for operation and maintenance of public facilities
7. Amend the Water Resources Development Act to allow for waiver of cost limits

8. Expand WIFIA authorization to include Federal deauthorized water resource projects
- III. Veterans Affairs: designed to provide Veteran's with state-of-the-art facilities
 - A. Authorize VA to retain proceeds from sales of properties
 - B. Authorize VA to exchange existing facilities for construction of new facilities
 - C. Authorize pilot for VA to exchange land or facilities for lease of space
 - D. Increase threshold above which VA is required to obtain Congressional authorization for leases
 - IV. Land Revitalization (Brownfield/Superfund Reform)
 - A. Replicate the Brownfield Grant/Revolving Loan Fund program for Superfund projects
 - B. Clarify EPA's ability to create special accounts for third party funds for CERCLA clean up response without state assurances
 - C. Provide liability relief for states and municipalities acquiring contaminated property through actions as sovereign governments
 - D. Provide EPA express settlement authority to enter into administrative agreements
 - E. Integrate clean up, infrastructure and long-term stewardship needs by creating flexibility in funding and execution requirements
 - F. Authorize national priority list sites to be eligible for Brownfield grants
 - G. Clarify risks to non-labile third parties that perform superfund cleanup.



Support Safer Roads and Protect Local Transportation Improvements

Californians depend on a safe and reliable transportation network to support our quality of life and a strong economy. In April 2017, California passed Senate Bill 1 (SB 1) – which will provide more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. Road safety and transportation improvement projects are already underway or planned in every community, but this long-awaited progress could come to a halt unless voters take action in 2018.

The Coalition to Protect Local Transportation Improvements has formed to support the June 2018 constitutional amendment protecting transportation funds from being diverted and to oppose the November 2018 measure to repeal transportation funds. Here's how you can help:

SUPPORT Prop 69:

June 2018 ballot measure: Prohibits the Legislature from raiding new transportation funds and ensures funds can only be used for transportation projects.

- ✓ Prop 69 extends constitutional protections to the new revenues generated by SB 1 that aren't currently protected and ensures these funds can only be used for transportation improvement purposes.
- ✓ The measure would prohibit the Legislature from borrowing or diverting these revenues for non-transportation purposes. This will ensure that all revenues from SB 1 can only be used for transportation improvement purposes.

OPPOSE SB 1 Repeal:

November 2018 ballot measure: Would repeal SB 1 and rob our communities of vital local road safety and transportation improvement funds.

Certain politicians are currently collecting signatures to try to repeal the Road Repair and Accountability Act of 2017 (SB 1) and stop critical investments in future transportation improvement projects. We need to build a strong coalition to oppose this measure now because its passage would:

- ✗ **Jeopardize public safety.** According to the National Highway Traffic Safety Administration, poor roadways were a contributing factor in more than half of the 3,623 roadway fatalities on California roads in 2016. Currently, 89% of California counties have roads that are in poor or at-risk condition, and 25% of local bridges show significant deterioration. Roadway improvements at the state and local level will save lives and increase safety for the traveling public. This measure will cut funding currently dedicated to fixing roads and upgrading freeways, bridges, tunnels and overpasses to make them safer.



OPPOSE the November 2018 ballot measure that would repeal SB 1 and rob our communities of vital local road safety and transportation improvement funds.

- ✗ Take away road improvement funds dedicated to every community.** SB 1 guarantees funds to every city and county to fix potholes, make safety improvements, ease traffic congestion and improve public transportation. These funds are already being put to use and California cities and counties have already identified 4,000 local projects for funding in 2017-18 and into the future. This measure would rob funding currently benefiting every California community and stop thousands of local road improvement projects from moving forward. Our local roads, streets and state highways already face a backlog of \$132 billion and this measure will only worsen the crisis.
- ✗ Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. This measure would make our traffic worse by repealing SB 1 funds that are dedicated to reducing traffic congestion.
- ✗ Cost drivers and taxpayers more money in the long-run.** Repealing the gas tax and vehicle fee will only save the average driver \$10 per month. But it will cost drivers much more in the long-run because of the wear and tear on our vehicles caused by bad roads. The average driver spends \$762 per year on front end alignments, body damage, shocks, tires and other repairs because of bad roads. It is important to fix our roads now vs. later as it costs 8 times more to fix a road than to maintain it.
- ✗ Would hurt job-creation and our economy.** A reliable transportation infrastructure is critical to get people to work, to move goods and services to the market and to support our economy. Furthermore, every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. By repealing funding for road repairs and transportation improvements, this measure would eliminate 650,000 good-paying jobs and \$100 billion dollars in economic growth that will be created fixing our roads over the next decade.

Paid for by the Coalition to Protect Local Transportation Improvements, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from
California Alliance for Jobs

Funding details at www.fppc.ca.gov



SB 1: Debunking the Myths

The Road Repair and Accountability Act of 2017 (SB 1) is a long-term transportation solution that will provide new revenues for road safety improvements, fill potholes and repair local streets, highways, and bridges. SB 1 will provide transportation investments in **every** community, improving the quality of life for all Californians. SB 1 includes strict accountability provisions to reduce waste and bureaucracy and dedicates all funds to transportation improvements. Opponents of SB 1 are spreading false information and flat-out untruths full of potholes.

We want to cement the facts.

1. MYTH— *Practically none of the SB 1 funds will be used to fix our roads.*



SB 1 invests more than \$5 billion annually directly for maintenance, repair, and safety improvements on state highways, local streets and roads, and bridges. SB 1 also provides investments in mass transit to help relieve congestion. In total, SB 1 will provide:

- \$1.5 billion for the State Highway Operations and Protection Program
 - \$1.5 billion for local streets and roads
 - \$400 million for bridge maintenance and repairs
 - \$300 million for goods movement and freight projects
 - \$275 million for congested corridors and relief management
 - \$200 million for the Local Partnership Program to match locally generated transportation funds
 - \$100 million for the Active Transportation Program to improve safety and expand access on streets, roads and highways for bicyclists and pedestrians.
 - \$750 million for mass transit
-

2. MYTH— *SB 1 will cost California families upwards of \$700 a year*



The California Department of Finance calculated that **the average cost to motorists is roughly \$10/month. Here's the math:**

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- **Registration:** Nearly 50% of all registered vehicles in California are valued at less than \$5,000. Forty percent are valued at less than \$25,000. Thus, the average annual amount for vehicle registration is approximately \$48.
- **Fuel:** California's 26 million licensed drivers consume 15.5 billion gallons per year. That is 577 gallons per driver, multiplied by 12 cents per gallon is \$69.24 each.

The annual average cost per driver is:

Vehicle Registration	\$47.85
Fuel	\$69.24
Total	\$117.09 per year OR \$9.76 per month

3. MYTH— *SB 1 funds go directly into the state's General Fund, meaning there's zero guarantee the money will be used to fund transportation improvement projects.*



Revenues go directly into transportation accounts and are constitutionally protected.

Article XIX of the California Constitution already protects the gasoline excise tax and vehicle registration fees, and a portion of the sales tax on diesel, and dedicates them to transportation purposes. This accounts for about 70% of the revenues generated by SB 1. Prop 69, a constitutional ballot measure which will go before the voters in June 2018, extends these same constitutional protections to the remaining 30% of new revenues generated by SB 1. It's also important to remember, all gas tax moneys that were loaned in prior decades to the General Fund will have been repaid under SB 1.

4. MYTH— *There is no oversight.*



SB 1 creates a new Office of the Inspector General (IG) charged with overseeing projects and programs to ensure all SB 1 funds are spent as promised and to reduce bureaucracy, waste and red tape. The IG is required to report annually to the state Legislature.

Furthermore, SB 1 has significant accountability and transparency provisions designed to ensure the public has full access to information on how their tax dollars are being invested. Cities and counties must publicly adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive. Bottom line: SB 1 includes provisions to streamline projects by cutting red tape to ensure transportation funds are spent efficiently and effectively.

5. MYTH— *None of the new funds can be used to build new roads.*



SB1 funds can and will be used to build new roads and increase capacity on our roads and highways.

- SB 1 funds will be used to restore the State Transportation Improvement Program (STIP). The CTC previously cut and delayed \$1.5 billion in projects from STIP, including new capacity projects, which are now eligible to move forward.
 - There is \$200 million annually in SB 1 for self-help counties that can be used on new roads and capacity increasing projects.
 - SB 1 includes \$250 million annually for congested road and highway corridors and \$300 million for the trade corridor programs, which can both fund increased capacity.
 - Lastly, while cities and counties will primarily (initially) be using local funds on “fix it first” projects to repair roads in bad shape, local governments can use these funds for new roads and capacity enhancements, **especially once their road conditions are brought up into a state of good repair.**
-

6. MYTH— *California can dedicate existing General Fund revenues to fix transportation.*



California has a combined need of over \$130 billion over the next 10 years just to bring the state highway and local street and road systems into a good and safe condition. If we were to use funds from the General Fund, we would need to pull \$130 billion from important areas like education, healthcare, public safety, and other programs that Californians rely upon.

SB 1 follows the user-pay model where everyone pays their fair share and all drivers pay a little more to fix the roads they drive on. It's a responsible, accountable way to fix our roads.

7. MYTH— *California already has the highest gas tax in the nation.*



Figures from the Tax Foundation and the American Petroleum Institute show Pennsylvania tops out as the highest in the nation. California's gas taxes haven't been raised in more than 20 years and, as a result, transportation improvement funding simply hasn't kept pace with inflation, leading to the backlogs of unfunded infrastructure. SB 1 changes that.

Since 2013, 26 states have increased gas taxes and other transportation revenues to fix their roads and bridges. In fact, of those 26 states, 17 are governed by Republicans.

8. MYTH— *SB 1 impacts on our economy are minimal.*

FACT

SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. With the \$5 billion annually planned from SB 1, this measure will put 650,000 people to work rebuilding California over the next decade.

9. MYTH— *California's working families and businesses cannot afford this tax increase.*

FACT

California motorists currently pay \$763 per year, on average, in extra vehicle repair costs due to wear and tear because of the poor condition of our roads. With SB 1, CA drivers will save money by driving on improved roads and will need fewer vehicle repairs.

10. MYTH— *SB 1 funds are being diverted to CSU and UC for research.*

FACT

SB 1 directs \$7 million (one-tenth of one percent of total SB 1 revenues) to CSU and UC transportation research institutions for research directly related to improving transportation technology, practices, materials, and impacts to the environment.

11. MYTH— *According to polling, Californians oppose the gas tax increase. They will support a ballot measure to repeal SB 1.*

FACT

Polls consistently show voters are fed up with California's bad roads and will support new revenues to get them fixed. If a repeal measure makes it on the November 2018 ballot, we are confident voters will want to preserve funding to provide safer roads and bridges, improve congestion, and fix potholes.

12. MYTH— *California Gov. Jerry Brown has proposed "diverting 30 percent of the funding" from the state's gas tax increase "to non-road related projects like building parks and lifeguards."*

FACT

A percentage of the existing gas tax revenue related to fuel sales from boats, agricultural equipment, and other off-highway vehicles (quads, dirt bikes) has always gone toward supporting infrastructure related to these economic and recreational activities. The percent of gas tax revenues collected from these sources is two-percent (2%).

13. MYTH— *Some of the funds raised by SB 1 will be used to repay outstanding loans from certain transportation funds.*



All outstanding transportation loans are being repaid by the General Fund. In fact, the FY 2016-17 state budget already started to repay those loans. SB 1 requires all loans to be repaid by 2020.

14. MYTH— *According to the state legislative analyst, Caltrans is overstaffed by 3,500 positions.*



Caltrans staffing levels are currently at the lowest they've been in a decade. Additionally, SB 1 mandates that the California Department of Transportation "shall implement efficiency measures with the goal to generate at least one hundred million dollars (\$100,000,000) per year in savings to invest in maintenance and rehabilitation of the state highway system."

15. MYTH— *SB 1 dollars will be diverted to fund high-speed rail.*



No funds raised from SB 1 will be used to fund high-speed rail. California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. There is no remaining balance that could be used for the high-speed rail project. A full overview of how the funds are allocated [can be found here](#).



YES!

I Support Safer Roads and Protecting Local Transportation Improvements

Please check one or both boxes:

☐

I/we **SUPPORT Prop 69**, a June 2018 ballot measure to prevent the state Legislature from diverting transportation funds for other purposes or redirecting funds for non-transportation projects. You may list me/my organization in formal **SUPPORT** of this constitutional amendment in your coalition materials.

☐

I/we **OPPOSE** the November ballot measure that would repeal the "Road Repair and Accountability Act" (SB 1) and rob our communities of vital road safety and transportation improvement funds. You may list me/my organization in formal **OPPOSITION** to the repeal effort in your coalition materials.

Please select a category:

☐

Organization

☐

Individual

Please complete the following information:

Organization/Company (if applicable)

Date

Authorized Signature

Name

Title

Street Address

City

State

Zip

Phone

FAX

E-Mail Address (if public official, please include personal e-mail)

Please complete this form and return it to: Coalition to Protect Local Transportation Improvements

If faxing: (916) 442-3510

If e-mailing: Kyle Griffith | kgriffith@bcfpublicaffairs.com

For more information, please call (916) 443-0872

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TO: Elderly and Disabled Transportation Advisory Committee
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 10, 2018 Elderly and Disabled Transportation Advisory Committee (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 10, 2018.

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.