



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, June 12, 2018

Note meeting location

**Watsonville Community Room, 275 Main Street,
Suite 400, 4th Floor - Parking Garage Level 6, Watsonville CA**

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 April 10, 2018 - pg. 3**
6. **Receive Transportation Development Act Revenues Report - pg. 8**
7. **Receive RTC Meeting Highlights - pg. 9**
8. **Recommend that the Regional Transportation Commission approve appointments to E&D TAC Committee - pg. 11**
9. **Receive E&D TAC June 2018 Roster – pg. 13**
10. **Receive Final Draft Community Bridges Lift Line and Regional Projects Measure D Five-Year Plans - pg. 14**
11. **Receive Information Items - pg. 27**

REGULAR AGENDA

- 12. Receive Program Updates** *(other than items listed separately on the regular agenda) - pg. 28*
 - a. Volunteer Center - FY 17/18 TDA 3rd Quarter Report
 - b. Community Bridges - FY 17/18 TDA 2nd Quarter Report
 - c. Santa Cruz Metro
 - d. SCCRTC
- 13. 1:45pm- Santa Cruz Metropolitan Transit District Passenger Code of Conduct – pg. 31**
- 14. 2:05pm—City of Watsonville Pedestrian and Bicycle Safety – pg. 51**
- 15. 2:45- Sonoma- Marin Area Rail Transit Educational Trip- pg. 64**
- 16. 3:05- North Coast Rail Trail – Project Update and Schedule for Release of Draft EIR –pg. 89**
- 17. 3:20pm—Pedestrian Safety Work Group Update**
- 18. 3:30pm- Adjourn**

Next meeting: 1:30 pm, August 14, 2018 @ RTC Office, Santa Cruz

HOW TO REACH US

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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



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

DRAFT MINUTES

Tuesday, April 10, 2018

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

1. Roll call

The meeting was called to order at 1:32 p.m.

Members present:

Kirk Ance, CTSA – CTSA/Lift Line
Jon Bailiff, Social Services
Provider-Disabled
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Tara Ireland, Volunteer Center
Clay Kempf, Social Service
Provider- Seniors
Lisa Berkowitz, CTSA

Alternates present:

Tom Duncanson, 2nd District
April Warnock, Metro Transit/
ParaCruz

Excused absences:

Pam Arnsberger, 2nd District
Lori Welch-Bettencourt, 5th
District
Cara Lamb, Potential Transit User

Unexcused absences:

Greta Kleiner, Potential Transit
User Disabled

RTC staff present:

Grace Blakeslee
Joanna Edmonds
Luis Mendez
Anais Schenk

Others present:

Jean Brocklebank
Jessica Buckowski, Village
Santa Cruz
Marilyn Garrett
Michael Lewis, Seniors
Commission
Becky Steinbruner
Sean Vienna, AMBAG

2. Introductions

3. Oral communications

April Warnock, Metro, announced that she will be retiring soon and that Daniel Zaragoza will be attending in her place at future meetings.

Becky Steinbruner, member of the public, expressed concern regarding the traffic safety near the relocated bus stop on Soquel near Trout Gulch.

Grace Blakeslee, RTC Transportation Planner, provided an update on the RTC's Draft 2040 Regional Transportation Plan and the RTC's Highway 9 Corridor Transportation Plan. Ms. Blakeslee also invited E&D TAC Committee members to contact the City of Watsonville if they are interested in participating in the Watsonville's Complete Streets Plan stakeholders group.

Jon Bailiff, E&D TAC member, expressed concerns for Watsonville pedestrian safety.

April Warnock, Metro, provided handouts of the January 26, 2018 Metro staff report on passenger code of conduct, which will be considered by the E&D TAC at the June 2016 meeting.

4. Additions or deletions to consent and regular agendas

Grace Blakeslee, Transportation Planner, provided replacement pages for Item 18 and handouts for Item 20.

CONSENT AGENDA

5. Approved minutes from December 12, 2017 as amended
6. Approved minutes from February 13, 2018 as amended
7. Received RTC Meeting Highlights
8. Received Highway 9 Corridor Transportation Plan Fact Sheet
9. Received Information Items
10. Received Transportation Development Act Revenues Report
11. Received Agency TDA Reports - none
12. Received Agency Updates

Action: A motion (Kempf/Daugherty) was made to amend the December 12, 2017 minutes to list E&D TAC member Clay Kempf as present and change the name of Seniors Summit to Solutions Summit. Also, to amend the February 13, 2018 minutes to list E&D TAC member Clay Kempf as an excused absence. The motion passed with members Daugherty, Elsea, Ireland, Duncanson, Berkowitz, and Ance in favor and Clay Kempf abstaining.

Action: A motion (Kempf/Ance) was made to approve the consent agenda. The motion passed unanimously.

REGULAR AGENDA

13. Appointment of Chair and Vice Chair

Action: One nomination was made for Jon Bailiff and another nomination was made for Veronica Elsea to serve as chair. Three votes were cast to elect Jon Bailiff as chair and four votes were cast to elect Veronica Elsea as Chair. The motion to elect Veronica Elsea as Chair passed with members Berkowitz, Daugherty, Duncanson, and Ance voting in favor.

Action: A motion (Berkowitz/Kempf) was made to appoint Jon Bailiff as Vice-Chair. The motion passed unanimously.

Action: A motion (Bailiff/Daugherty) was made to make the Chair and Vice Chair appointments one year in duration. The motion passed unanimously.

14. Presentation from Village Santa Cruz

Jessica Buckowinski, Village Santa Cruz, provided an overview of the Village Santa Cruz and the services provided. Committee members discussed the locations and demographics of the Village Santa Cruz network, their screening process for volunteers, and the membership fees associated with the organization. Committee members discussed the potential benefits of providing the Village Santa Cruz with information about the Lift Line transportation services when referrals are appropriate.

Action: A motion (Bailiff/Daugherty) was made to not include the Village Santa Cruz in the Guide to Specialized Transportation in the upcoming reprint and to reconsider listing the Village Santa Cruz during the next reprint of the Guide to Specialized Transportation. The motion passed unanimously.

15. 2018 Unmet Paratransit and Transit Needs List

Grace Blakeslee, Transportation Planner, presented the staff report and provided an overview of the updates to the draft 2018 Unmet Paratransit and Transit Needs List. Committee members discussed revisions to the Unmet Needs List including clarifying the need for free rides for seniors on fixed route transit and to support ridesharing programs for seniors to destinations frequented by seniors. Mr. Ance

noted the value of the Unmet Paratransit and Transit Needs List when submitting grant applications. The Committee discussed the role of taxi voucher/script, discounted taxi rides, in addressing unmet needs.

Action: A motion (Kempf/Berkowitz) was made to approve the draft 2018 Unmet Paratransit and Transit Needs List with the recommended changes. The motion passed unanimously.

16. Transportation Development Act Claim for Volunteer Center

Tara Ireland, Volunteer Center, provided an overview of the TDA claim for the Volunteer Center. Ms. Ireland discussed the efforts of the Volunteer Center to increase their volunteer driver pool and asked for suggestions to reach more potential volunteer drivers in the San Lorenzo Valley.

Action: A motion (Kempf/Ance) was made to recommend that the Regional Transportation Commission approve the TDA Claim for Volunteer Center. The motion passed with members Elsea, Daugherty, Kemp, Duncanson, Berkowitz, Ance and Bailiff voting in favor. Member Ireland abstained.

17. Transportation Development Act Claim for Community Bridges

Kirk Ance, Community Bridges, provided an overview of the TDA claim for the Community Bridges. Mr. Ance discussed updates to Community Bridges' operations, including relocation of their headquarters and elimination of the Winter Shelter rides, which is now provided in-house by Salvation Army.

Action: A motion (Kempf/Ireland) was made to recommend that the Regional Transportation Commission approve the TDA Claim for Community Bridges. The motion passed with members Elsea, Daugherty, Kemp, Duncanson, Bailiff and Ireland voting in favor. Members Berkowitz and Ance abstained.

18. Transportation Development Act Claim for Santa Cruz Metropolitan Transit District

Tom Hiltner, Metro, provided an overview of the TDA claim for the Santa Cruz Metropolitan Transit District. Mr. Hiltner discussed the projected decreasing ridership on fixed-route transit consistent with nationwide trends.

Action: A motion (Kempf/Berkowitz) was made to recommend that the Regional Transportation Commission approve the TDA Claim for Santa Cruz Metropolitan Transit District. The motion passed with members Elsea, Kemp, Duncanson, Berkowitz, Ance, Ireland, and Bailiff voting in favor. Member Daugherty abstained.

19. Measure D: Direct Allocation to Community Bridges Lift Line Five-Year Plan

Grace Blakeslee, Transportation Planner, provided information about Measure D and the requirement that Measure D recipients provide annual updates to their Measure

D five-year plan of Measure D expenditures. Kirk Ance, Community Bridges, provided an overview of the Measure D Community Bridges Lift Line Five-Year Plan (FY 2019-23).

No Action taken.

20. Measure D: Regional Five-Year Plans

Grace Blakeslee, Transportation Planner, provided an overview of the Measure D regional investment programs including the Active Transportation, Rail Corridor, Highway 1, Highway 9, and Highway 17 Wildlife Crossing programs.

Luis Mendez, Deputy Director, provided an overview of the Measure D five-year plans (FY 2019-23) for the Rail Corridor and Highway investment categories.

Anais Schenk, Transportation Planner, provided an overview of the Measure D five-year plan for the Active Transportation Project investment category.

Grace Blakeslee, Transportation Planner, provided an overview of the Measure D five-year plan for the Highway 17 Wildlife Corridor Project.

No Action taken.

21. Pedestrian Safety Workgroup Update

Veronica Elsea, E&D TAC Chair, informed E&D TAC members that the Pedestrian Safety Workgroup met on March 20, 2018. Veronica Elsea provided information about the What Pedestrian and Bicyclists Want Each Other to Know brochure. Committee members discussed potential outreach for the brochure and requested information from RTC staff about outreach opportunities.

No Action taken.

22. Adjourn

Meeting adjourned at approximately 4:38 p.m.

The next E&D TAC meeting is scheduled for Tuesday, June 12, 2018 at 1:30 p.m. at the City of Watsonville Community Room, 275 Main Street, Suite 400, 4th Floor - Watsonville, CA

Respectfully submitted,

Grace Blakeslee, Staff

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E&D TAC June 12 2018 - Item 6

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	873,500	11,069	1.28%	104.70%
MARCH	911,051	781,837	855,723	73,886	9.45%	105.23%
APRIL	626,200	572,496	564,300	-8,196	-1.43%	104.73%
MAY	834,900	763,397	854,103	90,706	11.88%	105.38%
JUNE	563,619	814,337				
TOTAL	9,101,315	9,186,458	8,822,581	450,460	4.90%	96%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2018\FY2018 TDA Receipts.xlsx\FY2017



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

CONTACTS: Shannon Munz, Communications Specialist (smunz@sccrtc.org)
George Dondero, Executive Director
Luis Pavel Mendez, Deputy Director

Santa Cruz County Regional Transportation Commission (RTC)

May 3, 2018 Meeting Highlights

PUBLIC HEARING: 2018 Unmet Paratransit and Transit Needs

Following consideration of public input, the RTC adopted the 2018 Unmet Paratransit and Transit Needs list. The RTC and transit providers consider the unmet needs list as funding becomes available. The RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to identify needs of transit dependent or disadvantaged persons in the county.

Highway 17 Wildlife Crossing: Measure D Project Update and Funding

The RTC received an update from Caltrans on the [Measure D-funded Highway 17 Wildlife Crossing](#) project and approved a resolution authorizing the Executive Director to negotiate and enter into necessary agreements with Caltrans and the Land Trust of Santa Cruz County for funding construction on the project. Caltrans is implementing this project on Highway 17 north of Laurel Road to provide safe movement for wildlife, improve wildlife habitat connectivity, and improve motorist safety. The project is expected to begin construction in Fiscal Year 2020/21.

Measure D: Community Bridges/Lift Line Five-Year Plan

The RTC reviewed and provided input on the draft “5-year Program of Projects” for Community Bridges-Lift Line for Measure D funds available under the Transit for Seniors and People with Disabilities category. The RTC also scheduled a public hearing for the June 14, 2018 -RTC meeting to consider public input on this Measure D allocation.

Measure D: Five-Year Plans for Regional Projects

The RTC provided input on the Fiscal Years (FY) 2018-19 to 2022-23 “5-year Program of Projects” for Measure D regional projects categories: Highway Corridors, Active Transportation, Rail Corridor Investment categories, the San Lorenzo Valley Highway 9 Corridor, and the Highway 17 Wildlife Crossing. The RTC is scheduled to review and consider approval of the draft plans following a public hearing at its June 14, 2018 meeting.

E&D TAC June 12 2018 - Item 7

Upcoming RTC and Committee Meetings:

Please check the RTC website [www.sccrtc.org] or call 831-460-3200 to confirm. Agendas are posted to the website at least 3 days before the meeting.

Transportation Innovation Speaker Series

Jarrett Walker: Planning Transit for a Prosperous Santa Cruz County

Wednesday, May 16, 2018, 6:30 p.m.

Live Oak Community Center at the Simpkins Family Swim Center

1740 17th Avenue, Santa Cruz, CA 95062

Transportation Policy Workshop

Thursday, May 17, 2018, 9:00 a.m.

Santa Cruz City Council Chambers, 809 Center Street, Santa Cruz, CA

Interagency Technical Advisory Committee

Thursday, May 17, 2018, 1:30 p.m.

RTC Offices, 1523 Pacific Avenue, Santa Cruz

Regional Transportation Commission

Thursday, June 14, 2018, 9:00 a.m.

Watsonville City Council Chambers, 275 Main Street, Watsonville, CA

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

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COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: Alex Weske

Home address: [REDACTED]

Mailing address (if different): _____

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

E-mail: [REDACTED]

Length of residence in Santa Cruz County: N/A

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

☐ Committee Member (to act as second for Jon Bailiff) ☐ _____

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

E&D TAC June 12 2018 - Item 8

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Hope Services	220 Lincoln St, Santa Cruz, CA 95060	Manager -- Community Living Services	Nov 2013 -- Present (other positions held in that time)

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

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

6/1/18
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other

Return Application to:

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

Questions or Comments: (831) 460-3200

E&D TAC June 12 2018 - Item 9



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

Membership Roster June 2018

(Year in Parentheses) = Membership Expiration Date

Members	Representing	Alternate
Clay Kempf (2019)	Social Services Provider - Seniors	Patty Talbot (2019)
Dulce Lizarraga-Chagolla (2020)	Social Services Provider - Seniors (County)	vacant
Jon Bailiff, Vice Chair (2020)	Social Service Provider - Disabled	Constance Fortino (2020)
vacant	Social Service Provider - Disabled (County)	vacant
Tara Ireland (2020)	Social Service Provider - Persons of Limited Means	Donna Patter (2018)
Lisa Berkowitz (2019)	CTSA (Community Bridges)	vacant
Kirk Ance (2020)	CTSA (Lift Line)	vacant
John Daugherty (2019)	SCMTD (Metro)	Daniel Zaragoza (pending)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
vacant	Potential Transit User (Disabled)	vacant

Supervisory District Representatives		
Members	Representing	Alternate
vacant	1st District (Leopold)	vacant
Pam Arnsberger (2018)	2nd District (Friend)	Tom Duncanson (2019)
Veronica Elsea, Chair (2019)	3rd District (Coonerty)	vacant
Lori Welch (2019)	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

Grace Blakeslee, Staff, Regional Transportation Commission

AGENDA: June 2018

TO: Bicycle Committee & Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Measure D: Five-Year Programs of Projects for Regional Projects Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

Measure D, the transportation ballot measure passed by more than two-thirds of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects showing how they plan to use Measure D funds in the upcoming 5 years. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members provide input on those plans directly to each recipient agency.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below. The first five-year plans for Measure D regional projects were approved by the RTC in June of 2017.

DISCUSSION

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Bicycle Committee provided input in April 2018 for the 5-year plans for Measure D regional transportation categories and projects. Staff considered committee input when developing the draft FY18/19-22/23 five-year plans for each of the Measure D regional transportation categories. The 5-year plans ([Attachment 1: A-E](#) and summarized [Attachment 2](#)) reflect updated revenue projections, proposed

allocations to specific projects and work, updates on the years funds are anticipated to be expended based on current project schedules and costs, and the carryover of unspent revenues from prior years. For some projects and categories, staff proposes to reserve some funds to be allocated in future years, to serve as match for competitive grant programs or to be used in the event those grants are not secured. The 5-year plans also propose to advance future Measure D funds in order to accelerate delivery of some projects, as described below. The “5-year programs of projects” are preliminary plans for years 2-5, and are adjusted annually based on updated project schedule, cost, grant, and revenue information.

The RTC will consider approval of the 5-year plans, following a public hearing at its June 14, 2018 meeting at the Watsonville City Council Chambers.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues, consistent with the voter-approved Expenditure Plan. Staff considered committee input when developing the draft 5-year plans for the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing, and Community Bridges Lift Line (Attachment 1 Exhibits A-E). The RTC is scheduled to adopt the 5-year plans following a public hearing on June 14, 2018.

Attachments:

1. Measure D 5-year programs of projects for Regional Projects/Categories
 - a. Highway Corridors 5-Year Program of Projects
 - b. Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
 - c. Rail Corridor 5-Year Program of Projects
 - d. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
 - e. Highway 17 Wildlife Crossing 5-Year Program of Projects
2. Summary of Measure D Regional Categories

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E&D TAC June 12 2018 - Item 10

DRAFT - June 2018

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Attachment 1:
Exhibit A

Category: Highway Corridors (25% of Measure D Revenues)

Measure D Revenues

	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23
Estimated Annual Measure D Allocations	\$5,022,242	\$4,854,176	\$4,917,281	\$4,981,205	\$5,045,961	\$5,111,558

			Planned Use							
	Name/Road/Limits	Description	Prior Years	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D	2018 Updates
1	Highway 1: 41 st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing ⁽¹⁾	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	\$0	\$1,500,000	\$500,000	\$12,000,000	Balance of construction cost if grants not awarded		\$14-28M	Shift some funds from FY20/21 to earlier in order to advance design and right-of-way. Total will depend on grants received.
2	Highway 1: Auxiliary Lanes from State Park Drive to Bay-Porter, and Reconstruction of Capitola Avenue Overcrossing ⁽²⁾	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lane	\$0	\$2,600,000	\$500,000	\$500,000	\$3,200,000	\$4,600,000	\$11,400,000	Combine Park Av/Bay-Porter and State Park/Park Av. Aux Lanes projects. Shift some funds from FY20/21 to earlier in order to advance environmental review and design.
3	Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive ⁽³⁾	Address restricted bike/ped access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments	\$0			---	\$2,000,000		\$2,000,000	Funds shifted to FY21/22 based on current schedule.
4	Cruz 511	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$50,000	\$150,000	\$150,000	\$200,000	\$200,000	\$200,000	\$950,000	Funds for FY22/23 added
5	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$25,000	\$25,000	\$35,000	\$35,000	\$35,000	\$180,000	Funds for FY22/23 added
6	Freeway Service Patrol ⁽⁴⁾	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,350,000	Funds for FY22/23 added
Estimated Annual Measure D Expenditures			\$175,000	\$4,525,000	\$1,425,000	\$12,985,000	\$5,685,000	\$5,085,000	\$29,880,000	
Carry over to next fiscal year			\$4,847,242	\$5,176,418	\$8,668,699	\$664,904	\$25,865	\$52,423		

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for capital construction and construction management activities. RTC will seek grants or could decide at future date whether to utilize bond or other financing that may be required in years 4 and 5 to accelerate delivery.
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 20/21) and final engineering and right-of-way acquisition (FY 21/22).
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$2M) to supplement construction and construction support activities as needed.
- Freeway Service Patrol:** through the State budget more Caltrans funds may become available reducing the need for Measure D fund:

E&D TAC June 12, 2018 - Item 10

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Exhibit B

Category: Active Transportation/MBSST-Rail Trail (17% of Measure D Revenues)

Measure D Revenues

Estimated Annual Measure D Allocations

Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D
\$3,415,114	\$3,300,840	\$3,343,751	\$3,387,220	\$3,431,253	\$3,475,860	\$20,354,038

	Rail Trail Project/Program	Description	Original Estimate FY17/18	Updated Estimate FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D	2018 Updates
1	Segment 7: Natural Bridges to Wharf, City of Santa Cruz (SC)	Construction of trail. Includes \$1.1M to city of SC for construction and funds for RTC oversight and technical assistance	\$1,130,000	\$100,000	\$1,205,000	\$40,000	\$0	\$0	\$0	\$1,345,000	Shift capital funds from FY17/18 to FY18/19, based on updated schedule. Update RTC and technical assistance costs
2	Seg 8: San Lorenzo River parkway trestle widening, City of Santa Cruz	Widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk to serve multi-use purposes. \$500k to city of SC for construction. Balance for RTC project management and technical assistance/services.	\$500,000	\$5,000	\$505,000	\$5,000	\$0	\$0	\$0	\$515,000	Shift funds from FY17/18 to FY18/19, based on updated schedule. Incorporate RTC oversight and technical assistance costs.
3	Seg 8/9: San Lorenzo River parkway to 17th Ave., City of SC lead	\$2M set aside to serve as match for construction grants. Joint project with County. Balance for RTC project management, oversight, outreach, and technical assistance.	\$0	\$0	\$0	\$40,000	\$2,040,000	\$40,000	\$0	\$2,120,000	Incorporate RTC oversight and technical assistance costs.
4	City of SC trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$0	\$0	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$175,000	City of Santa Cruz requests to increase from \$20K to \$50k/yr based on required enviro monitoring, plus adds FY22/23 funds
5	Segment 18: Lee Rd-Walker, Watsonville	\$150k to City of Watsonville for trail construction. Balance for RTC project management and technical assistance/services	\$170,000	\$20,000	\$225,000	\$20,000	\$0	\$0	\$0	\$265,000	Shift funds from FY17/18 to FY18/19 based on updated schedule. Incorporate RTC oversight and technical assistance costs.
6	City of Watsonville trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$0	\$0	\$0	Postponed	\$10,000	\$11,000	\$11,000	\$32,000	Add funds for FY22/23 maintenance
7	North Coast Segment 5	Environmental review and design of north coast section of trail, tehcnical assistance, and project management	\$500,000	\$380,000	\$410,000	\$160,000	\$160,000	\$0	\$0	\$1,110,000	Shift funds to match current schedule and incorporate RTC oversight and technical assistance costs.

E&D TAC June 12 2018 - Item 10

	Rail Trail Project/Program	Description	Original Estimate FY17/18	Updated Estimate FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D	2018 Updates
8	North Coast trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$0	\$0	\$0	---	\$50,000	\$100,000	\$125,000	\$275,000	Add funds for FY22/23 maintenance. Shift maintenance funds FY20/21 and later years.
9	North Coast: Reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$173,415	---	---	---	\$3,690,245	-	-	\$3,690,245	Shift funds to FY20/21, based on updated schedule.
10	<u>Segment 10: Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park</u>	\$200k for preliminary design, right of way research/surveys, assessments, and grant writing services. \$20k/yr for RTC oversight and technical assistance. Likely a joint County DPW-Capitolola project.	\$0	\$0	\$0	\$0	\$220,000	\$20,000	\$20,000	\$260,000	NEW: Add funds to begin work on this section in high density area. Includes RTC oversight and technical assistance.
11	<u>Capitolola Trail: City Hall to Monterey Ave</u>	RTC oversight and technical assistance.	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$0	\$30,000	NEW: Add funds for oversight and assistance on this section.
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	Surveys, Environmental Health (EHS), attorneys, coordination, response to public comments, and development of future grant applications	\$200,000	\$100,000	\$165,000	\$235,000	\$260,000	\$260,000	\$260,000	\$1,280,000	Some costs shifted into specific sections of trail. Add funds for ongoing work in FY22/23
13	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$519,250	\$519,250	\$519,250	\$519,250	\$519,250	\$519,250	\$519,250	\$3,115,500	Add funds for ongoing work in FY22/23
Estimated Annual Measure D Expenditures			\$3,192,665	\$1,124,250	\$3,044,250	\$1,059,250	\$6,999,495	\$1,000,250	\$985,250	\$14,212,745	
RESERVE: Unappropriated balances to be programmed in future 5-year plans (after 2018)										\$6,141,293	Unappropriated amount increased by \$4M.

2018 Update: For all projects capital, project management, oversight, and technical assistance costs were combined

E&D TAC June 12 2018 - Item 10

DRAFT- June 2018

Exhibit C

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Category: Rail Corridor (8% of Measure D Revenues)

Measure D Revenues

Estimated Annual Measure D Allocations	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23
	\$1,607,117	\$1,553,336	\$1,573,530	\$1,593,986	\$1,614,707	\$1,635,699

			Planned Use							
	Name/Road/Limits	Description	Prior Years	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D	2018 Updates
1	Unified Corridor Investment Study	Analysis of rail corridor usage options	\$300,000	\$325,000					\$625,000	Carryover FY17/18 unspent funds to FY18/19.
2	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$150,000	\$250,000					\$400,000	Carryover FY17/18 unspent funds to FY18/19.
3	Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$150,000	\$300,000					\$450,000	Add \$100k, carryover unspent FY17/18 funds to FY18/19
4	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018		\$1,200,000	\$800,000	\$250,000			\$2,250,000	Carryover unspent FY17/18 funds and respread to reflect current schedule
5	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$60,500	\$262,587	\$164,700	\$166,841	\$169,010	\$171,207	\$994,845	Carryover unspent FY17/18 funds and add FY22/23 estimates
6	Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study		\$0	\$750,000	\$1,150,000	\$1,450,000	\$650,000	\$4,000,000	Update to reflect current schedule and cost estimate.
Estimated Annual Measure D Expenditures			\$660,500	\$2,337,587	\$1,714,700	\$1,566,841	\$1,619,010	\$821,207	\$8,719,845	
Carry over to next fiscal year			\$946,617	\$162,367	\$21,196	\$48,341	\$44,038	\$858,530		

E&D TAC June 12 2018 - Item 10

Exhibit D

DRAFT - June 2018

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$10 million over 30 years)

Measure D Revenues

Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23
\$347,222	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333

Planned Use

	Name/Road/Limits	Description	Prior Years	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D	2018 Updates
1	San Lorenzo Valley (SLV) Safe Routes to Schools sidewalk (SR 9: SLVHS entrance south to at least Fall Creek Rd)- Preconstruction & ATP grant match	Bike/Ped Pathway & transit stop	\$0	<u>\$250,000</u>		<u>\$500,000</u>			\$750,000	<i>Shift FY17/18 funds to FY18/19. Add funds to match grant requests</i>
2	Hwy 9/SLV Corridor Plan - Completion of plan	Identify priorities for limited funds	\$0	<u>\$50,000</u>					\$50,000	<i>Additional work needed to reflect public input</i>
3	Estimated Annual Measure D Expenditures		\$0	\$300,000	\$0	\$500,000	\$0	\$0		
4	Reserve for priorities in Highway 9/SLV Corridor Plan	<i>Exact projects TBD. Use as match to leverage grants</i>	\$347,222	\$380,556	\$713,889	\$547,222	\$880,556	\$1,213,889		

E&D TAC June 12 2018 - Item 10

DRAFT - June 2018

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Exhibit E

Category: Highway 17 Wildlife Corridor (\$5 million over 30 years)

Measure D Revenues

	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Future
Estimated Annual Measure D Allocations	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$4,000,000

Planned Use										
	Name/Road/Limits	Description	Prior Years	FY18/19	FY19/20	FY20/21	FY21/22*	FY22/23*	Future Debt Service*	Total Measure D
1	Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	\$0	\$15,000	\$15,000	\$15,000	\$2,015,000	\$2,015,000	\$925,000	\$5,000,000
Estimated Annual Measure D Expenditures			\$0	\$15,000	\$15,000	\$15,000	\$2,015,000	\$2,015,000		
Carryover Balance - RESERVE for construction			\$166,667	\$318,333	\$470,000	\$621,667	(\$1,226,667)	(\$3,075,000)		

*At a future date, RTC will evaluate financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure.

**Total cost includes pre-construction funded through Caltrans SHOPP - \$3.1M. Land Trust has committed private funds for some of construction costs. Actual cost will depend on final design, bids and any claims.

Summary Measure D Regional Categories 5-Year Plans

Measure D is a 30 year transportation sales tax approved by voters in 2016. The 5-Year Programs of Projects provide an opportunity for the community to provide input on how recipient agencies plan to utilize Measure D revenues in the near term, consistent with the voter-approved Measure D Expenditure Plan.

Highway Corridors

25% of net Measure D revenues are designated for the Highway Corridors category, which includes Highway 1 auxiliary lanes, bicycle and pedestrian overcrossings, traveler information, transportation demand management (TDM), highway safety and congestion reduction programs. **The five year program of projects (Attachment 1, Exhibit A) proposes to use some Measure D funds in the first few years on pre-construction phases of capital projects – including auxiliary lanes from 41st Avenue to Soquel Avenue and State Park Drive to Bay/Porter interchanges and replacement of the Capitola Avenue overcrossing - and ongoing traveler information and safety programs; as well as construction of auxiliary lanes and bicycle/pedestrian crossings.** The RTC is working to accelerate environmental review and design of Highway 1 auxiliary lane projects and increase opportunities to secure other state and federal grant funds to supplement Measure D revenues allocated to these projects, including new grant programs which are funded by Senate Bill 1 gas tax revenues. If grants are not available, staff will return to the RTC to consider financing options to construct projects as quickly as possible.

In summary, deliverables for the Highway Corridor category for the next five years include:

- Highway 1 - 41st Ave/Soquel Auxiliary Lanes: Completion of environmental documents by Caltrans, final design, right of way and utility work, then begin construction in 2021.
- Highway 1 – Pedestrian/Bicycle Bridge at Chanticleer: Completion of environmental documents by Caltrans, final design, right of way and utility work, and begin construction in 2021.
- Highway 1 – Pedestrian/Bicycle Bridge at Mar Vista: Begin construction following completion of environmental documents, final design, right of way and utility work.
- Highway 1 – Park Ave/Bay-Porter Auxiliary Lanes: Environmental review, final design, right of way and utility work.
- Highway 1 – State Park Drive/Park Ave Auxiliary Lanes: Environmental review, final design, right of way and utility work.
- Cruz511, Safe on 17, Freeway Service Patrol: Provide ongoing services

Coastal Rail Trail Program

17% of net Measure D revenues are designated for the “Active Transportation” category to fund the Monterey Bay Sanctuary Scenic Trail Network (MBSST), also known as the Coastal Rail Trail. As noted in the Measure D Expenditure Plan, this

E&D TAC June 12 2018 - Item 10

funding will be used for bicycle and pedestrian trail construction; maintenance, management and drainage for the rail and trail corridor; and possible installation of conduit for internet and electrical services.

The draft FY18/19-22/23 plan for revenues allocated to the Active Transportation category (Attachment 1 Exhibit B) focuses Measure D funds to trail projects currently under development, ongoing trail development and maintenance of the corridor. **New this year, staff recommends adding \$200,000 for preliminary work on Segment 10 from 17th Avenue in Live Oak to 47th Avenue/Jade Street Park in Capitola.** At its April 9, 2018 meeting, **the Bicycle Advisory supported the recommendation to allocate funding towards Segment 10**, as requested by the County of Santa Cruz and City of Capitola. Funds would go towards preliminary design and right of way research. The draft plan also includes **additional funds for maintenance requested by the City of Santa Cruz. The balance of funds will be held in reserve.** Reserve funds are expected to serve as match to leverage Senate Bill 1 - Active Transportation Program, Congested Corridors, and Local Partnership Program grants. It is anticipated that some of the reserve funds may be used on the North Coast trail.

Measure D funds are also used for work tasks related to trail project implementation and program management, including design, preliminary engineering, environmental permitting, as well as public engagement on projects currently under way and for development of the network as a whole. Specific tasks include coordination with local public works departments, stakeholders, State Parks, rail operators, California Public Utilities Commission, Environmental Health Services, consultants and technical experts; right-of-way surveying, encroachments and property rights certifications; grant applications for future projects and complete funding for current projects; studies related to trail implementation or corridor uses; management of all funding sources and contracts; partnership building; presentations to community organizations; event planning and participation. Program management and technical work anticipated for specific segments has been incorporated into each of those lines.

The Active Transportation Measure D category also provides funds for corridor right-of-way encroachments and maintenance, including items such as vegetation abatement, trash and graffiti removal, drainage, storm damage repairs, etc.

In summary, deliverables for the Active Transportation category for the next five years include:

- Segment 5 North Coast rail trail: With the Federal Highway Administration's Central Federal Lands as the lead agency, funding will provide for construction and maintenance/operation of trail following completion of environmental analysis (per California law), completion of design, management and technical assistance.
- Segment 7 City of Santa Cruz rail trail (Natural Bridges to Wharf): With the City of Santa Cruz as the lead agency, complete construction of trail and conduct maintenance/operations activities with supplemental funding. Phase 1 from Natural Bridges to Bay St/California Ave is expected to be under

E&D TAC June 12 2018 - Item 10

construction later this summer through Spring 2019. Phase 2 (from California Ave to Pacific Ave/Wharf) is expected to begin construction in early 2019.

- San Lorenzo River Parkway Phase II (Segment 8 bicycle/pedestrian trestle bridge widening): With the City of Santa Cruz as the lead agency, funds will be used to widen the existing walkway for multi-use purposes on the existing railroad bridge. Pending review by the Coastal Commission, the City's objective is to start and complete construction prior to the 2019 summer tourist season.
- Segment 8/9 City and County of Santa Cruz rail trail (Pacific Ave/Wharf to 17th Ave): Environmental review and design is funded by ATP and Land Trust grants. Measure D funds will be utilized to leverage future grants for construction work.
- Segment 10 in Live Oak (17th to 47th Avenues/Jade Street Park): Preliminary design, right of way research/surveys, assessments, and grant writing services.
- Segment 18 City of Watsonville rail trail (Lee Rd-Walker): With the City of Watsonville as the lead agency, funding will be used for construction of the trail and conduct maintenance/operations activities. Construction is scheduled to begin in 2019.
- Maintenance of rail corridor: Ongoing activity to address vegetation, trash, graffiti, drainage, encroachments, etc.
- Ongoing oversight, technical work, coordination with stakeholders and other applicable entities, responding to public comments and questions, and advancing future trail segments, including pursuing additional grants.

Rail Corridor

8% of net Measure D revenues are designated for the Rail Corridor category for infrastructure preservation and analysis (including environmental and economic analysis) to answer community questions about possible future transit and other transportation uses of the rail corridor. **Slight modifications from the plan approved by the RTC in April as part of the FY18/19 budget adoption are included in the new the 5-year plan.**

As stated in the Measure D Expenditure Plan, projects under this category include "maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line." Therefore, the 5-year program of projects includes track maintenance and repairs, storm damage repair and clean up, and bridge analysis and rehabilitation to continue work began in 2012. Measure D does not include funding for any new train or rail service.

In summary, deliverables for the Rail Corridor category for the next five years include:

- Unified Corridor Investment Study: Complete three-route analysis including transportation options on the rail corridor
- Rail Bridges: Updated analysis of bridge conditions and rehabilitation needs to prioritize work; and rehabilitation of bridges based on results of analysis
- Track infrastructure: Conduct ongoing repair, maintenance and improvement, including storm damage repairs

E&D TAC June 12 2018 - Item 10

- Corridor Use: Complete required environmental documents based on results of the Unified Corridor Study

San Lorenzo Valley (SLV) Highway 9 Corridor Improvements

Measure D includes a total of \$10 million for transportation projects along the Highway 9 corridor through San Lorenzo Valley (approximately \$333,000 per year over 30 years). **The 5-year plan includes \$750,000 to serve as a match to a grant application to improve pedestrian access to the SLV school complex,** which has consistently been identified as one of the highest priority projects in SLV. The RTC is working with a consultant team, Caltrans, County Public Works and Planning, Santa Cruz Metropolitan Transit District (METRO), and the public to develop a comprehensive plan for the Highway 9 corridor. The corridor plan identifies, evaluates and prioritizes multimodal investments along the corridor. **The updated 5-year plan allocates \$50,000 in Measure D funds to complete the corridor plan.** Additional funds are needed to address comments received on the draft implementation plan. The balance of Measure D revenues are reserved for projects identified in Highway 9/SLV corridor plan. Through development of the plan, hundreds of project ideas, challenge areas and concepts have been identified. The project team is currently working with the community to prioritize approximately 30 projects for implementation in the short, mid and long term. Measure D funds are insufficient to address all of the priority transportation projects and will need to be focused on the very highest priority projects in San Lorenzo Valley and to leverage other funds.

In summary, deliverables for the SLV/Highway 9 project for the next five years include:

- SLV School Complex Access: Funds to serve as match to leverage Active Transportation Program grant funds to construct pathways and other improvements.
- Through the SLV/Highway 9 corridor planning effort (scheduled for completion in 2018), determine near-term and longer term priority investments of Measure D and other funds.

Highway 17 Wildlife Crossing

Measure D includes a total of \$5 million for the Highway 17 Wildlife Crossing (approximately \$167,000 per year over 30 years). Caltrans and the Land Trust of Santa Cruz County secured over \$3 million in State Highway Operation and Protection Program (SHOPP) funds from the California Transportation Commission (CTC) to initiate environmental review and design of a wildlife crossing on Highway 17 near Laurel Curve. The Land Trust has secured right-of-way adjacent to the highway and is raising private funds to complete the project. While Caltrans currently anticipates that pre-construction work will be done and the project ready for construction in FY20/21, Measure D revenues apportioned to the project will not have had time to accumulate to a level sufficient to fully fund the project by FY20/21. RTC staff is investigating financing and other options to accelerate delivery of this project, which may include loans from other entities or other Measure D categories, or bond financing. **The update 5-year plan assumes some of the Measure D funds may be needed for debt financing and**

ongoing RTC staff time associated with project implementation, coordination and outreach.

Community Bridges Measure D Projects

Twenty percent (20%) of net Measure D revenues are designated for the Transit for Seniors and People with Disabilities category. Four percent (4%) of net Measure D revenues are allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County for paratransit service. Community Bridges-Lift Line serves as the CTSA for Santa Cruz County. The remaining 16% of net Measure D revenues under the Transit for Seniors and People with Disabilities investment category are allocated to the Santa Cruz Metropolitan Transit District. As noted in the Measure D Expenditure Plan, paratransit services work with social service agencies to increase transportation options for seniors, individuals living with disabilities, and persons with low incomes.

The Measure D five-year funding projection (FY18-FY23) for direct allocation to Community Bridges-Lift Line is estimated to be approximately \$3.98 million for the five-year period with an average annual distribution of \$797,000. The draft five-year plan (Attachment 1: Exhibit F) distributes the direct allocation as follows:

- 31% for two driver positions to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers. Drivers operate the vehicles, keep simple records, and maintain the van in a clean, safe, and orderly condition and perform other related work as required;
- 9% for a new van driver trainer who will supervise van drivers and provide all phases of training for drivers, including preparing van driver trainees for promotion to van driver and ongoing retraining;
- 8% for an administrative assistant and dispatcher to provide administrative support including clerical support, receiving and screening telephone calls, maintaining records, preparing statistics reports, correspondence and coordination of tasks and scheduling when needed to provide support to the van drivers;
- 1% for outreach and publicity to provide materials and videos to promote paratransit ride availability;
- 47% for operations and facility reserve to purchase property and construct an operations facility that will house the entire Lift Line operations in one location or for increases in facility leases, including relocation if needed; and,
- 4% for vehicle and equipment reserve to purchase two new fleet vehicles, including on one 24-passenger replacement bus and one electric vehicle, and replace aging and worn shop improvement or upgrades to the maintenance and operations facility.

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Coast Line: AARP to hold June Smart Driver courses in Scotts Valley

Monday, April 30, 2018

Scotts Valley

AARP to hold Smart Driver courses

AARP will be holding a refresher 4.5-hour Smart Driver class on June 16 at 7807 Soquel Drive in Aptos and a regular eight-hour class on July 18 and 20 at 370 Kings Village Road in Scotts Valley.

The Smart Driver classes are designed to help maturing drivers maintain safe driving skills and keep their licenses longer. The class fee is \$20 per person and \$15 per person for AARP members. Registration is recommended. To register or for information, call 831-247-3097.

If you have a news event or announcement for Coast Lines, email newsroom@santacruzsentinel.com and place "Coast Lines" in the email subject line. Coast Lines items are run at no charge. Please include contact information for questions. Information: 831-706-3252 Tuesdays to Saturdays. To view previous Coast Lines items, visit [SantaCruzSentinel.com/topic/Coast-Lines](http://www.santacruzsentinel.com/topic/Coast-Lines).

URL: <http://www.santacruzsentinel.com/general-news/20180430/coast-line-aarp-to-hold-june-smart-driver-courses-in-scotts-valley>

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E&D TAC June 12 2018 - Item 12a

Volunteer Center of Santa Cruz County

Transportation Program - TDA funding

	Santa Cruz	SLV/SV	Watsonville	Q3 Total <u>2017-18</u>	Total <u>2016-17</u>
Volunteers	32	6	12	50	47
Unduplicated Clients	112	21	27	160	156
Total Rides	792	34	268	1094	1192
Ride Requests unable to fill	32	9	14	55	84
Unfilled requests referred other agencies	7	4	4	15	9
Requests cancelled by client	43	6	9	58	79
<u>Trip destinations</u>					
Physician	212	23	69	304	273
Shopping	184	12	34	230	253
Other	9	0	14	23	8
Total	405	35	117	557	535
<u>Avg ride length (YTD)</u>	21				
<u>Total Miles driven (YTD)</u>	94,022				
<u>Total Reimbursement (YTD)</u>	\$712				

Volunteer Center Transportation Program
Narrative Q3 2017-2018

Over the last 3 months we began training our transportation dispatchers on using a computerized method for coordinating rides for our program participants. Each of our dispatchers is gaining a better understanding of how to use a standardized email template to communicate with drivers. In addition we have a "Google Voice" text number that we are also able to use with our drivers to provide the quickest response rate to the needs of our program participants.

The number of clients receiving rides coordinated by our Watsonville office increased the number of drivers and clients over the last quarter. Most of this is due to the improved communication and addition of email use by our dispatchers and drivers.

We under performed this last quarter in San Lorenzo Valley. Outreach efforts are underway to improve marketing and client requests in SLV. We have partnered with the Highlands Senior Center and Scotts Valley Senior Center to let people know about our transportation service.

Outreach in Watsonville has significantly increased over the last three months. Our coordinator, Tina, is giving regular presentations in South County. Presentations at various Watsonville service clubs have been given. In addition, she is tabling at the Second Harvest Food Bank sites for program participants as well as drivers.

E&D TAC June 12 2018 - Item 12b

Quarterly TDA
Report :
Time Period:

FY 17/18 QUARTER 2
OCT - NOV - DEC 2017

#	Performance Measures to be Included in Quarterly Reports	CC 20,23,26,31,32,38,39					CC 21					YTD % of Goals	CC 29					YTD % of Goals	CC 24,30					YTD % of Goals	CC36					YTD % of Goals	Qtr Total	YTD Total		
		Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP							YTD % of Goals	
		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr			YTD	Oct	Nov	Dec			Qtr	YTD	Oct	Nov			Dec	Qtr	YTD	Oct					Nov
1	Unduplicated Passengers per Month	158	137	127	267	530		58	48	44	68	126		64	69	67	96	199		107	111	107	125	243		0	53	641	573	573		1,129	1,671	
2	Total Passenger Trips (Units of Service) per Month	651	592	591	1,834	4,545	82%	1,065	824	786	2,675	6,131	54%	200	257	156	613	1,275	36%	2,811	2,443	2,378	7,632	15,709	55%	0	110	1322	1,432	1,432	8%	14,186	29,092	
3	Number of Incidents per Month	1	0	0	1	1		0	0	0	0	0		0	0	0	0	0		2	0	0	2	3		0	0	0	0	0		3	4	
4	Number of Accidents per Month	0	0	1	1	2		0	0	0	0	0		0	0	0	0	0		0	1	0	1	1		0	0	0	0	0		2	3	
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	55	73	37	165	256		144	165	213	522	791		n/a	n/a	n/a	0	0		99	98	100	297	539		n/a	n/a	n/a	0	0		984	1,586	
7	Number of Turndowns or Referrals per Month	6	0	2	8	30		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		8	30	
8	Number of Cancels per Month	116	107	76	299	559		259	216	105	580	1,149		n/a	n/a	n/a	0	0		838	854	871	2,563	5,072		n/a	n/a	n/a	0	0		3,442	6,780	
9	Total Donations per Month	\$47	\$959	\$1,010	\$2,016	\$3,141		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		\$2,016	\$3,141	
10	Number of Complaints per 1,000 Passenger Trips	2	0	0	2	3		0	0	0	0	1		n/a	n/a	n/a	0	0		0	0	0	0	0			0	0	0	0		2	4	
10	Complaints	1	0	0	1	2		1	0	0	1	2					0	0		0	0	0	0	0		0	0	0	0	0		2	4	
11	Number of Safety Incidents per 100,000 Vehicle Miles	9				9		0				0		n/a	n/a	n/a	0	0		5.5				9		0				0		15	18	
12	Operating Cost per Passenger Trip				\$29.36						\$8.82						\$11.03						\$12.23							\$2.74				
13	Operating Cost per Vehicle Service Hour				\$44.01						\$42.40												\$49.00							\$56.26				
14	Passengers per Vehicle Service Hour				1.42						4.80												4.01							20.5				
15	Passengers per Vehicle Service Mile				0.09						1.00												0.23							0.00				
16	Van Mileage per Program				17,084						2,587												33,737							3,910				

E&D TAC June 12 2018 - Item 13

AGENDA: June 12, 2018

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Grace Blakeslee, Transportation Planner
RE: Santa Cruz Metropolitan Transit District- Passenger Code of Conduct

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the Santa Cruz Metropolitan Transit District's Passenger in Code Conduct.

BACKGROUND

At the Santa Cruz Metropolitan Transit District's (METRO) January 26, 2018 Board of Director's meeting, METRO discussed the establishment of passenger code of conduct and service suspension/exclusion policies for fixed-route services, transit facilities and paracruz.

DISCUSSION

The METRO passenger code of conduct, with proposed revisions since the January 26, 2018 meeting shown in underline and strike out, are included as (Attachment 1: Fixed Route Services and Transit Facilities & Attachment 2: Paratransit Vehicles). METRO staff will attend the Elderly and Disabled Transportation Advisory Committee's June 12, 2018 meeting and provide information about the METRO's Passenger Code of Conduct.

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Legal Department

Department Manager/Title

CEO

**PASSENGER CODE OF CONDUCT AND SERVICE
SUSPENSION/EXCLUSION POLICY: USE OF FOR FIXED ROUTE SERVICES
AND TRANSIT FACILITIES, INCLUDING PASSENGER CODE OF CONDUCT
AND SERVICE SUSPENSION/EXCLUSION**

Policy #: AP-_____
Origination Date: _____
Revised Date: _____

I. PURPOSE

- 1.01 The Santa Cruz Metropolitan Transit District ("Santa Cruz METRO") is committed to providing quality and non-discriminatory public transportation within Santa Cruz METRO's service area. There are occasions, however, when customer behavior seriously disrupts or endangers the health and safety of our employees and members of the public who use our services. When this occurs, it may be necessary to deny Santa Cruz METRO services and/or access to Santa Cruz METRO facilities to those customers in accordance with the criteria and procedures specified in this Policy.
- 1.02 The rules contained herein are intended to regulate conduct occurring on Santa Cruz METRO vehicles, within or upon Santa Cruz METRO facilities and properties, and in connection with Santa Cruz METRO's provision of public transportation services. The Policy is enacted pursuant to the authority granted to Santa Cruz METRO by the California Penal Code Section 640 and the California Public Utilities Code Sections 99112 and 99580 et seq.
- 1.03 Reference Article V of this Policy for those circumstances/behavior that may result in suspension/exclusion.

II. APPLICABILITY



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- 2.01 This Policy applies to any member of the public utilizing Santa Cruz METRO's fixed route service, or while on Santa Cruz METRO's property or facilities.
- 2.02 Santa Cruz METRO will post this Policy at each of its transit centers, [at bus stops/shelters](#), and on its website upon adoption.

III. DEFINITIONS

- 3.01 **"Abuse"** and **"harassing"** means any physical or verbal mistreatment, including assault, hitting, kicking, gestures, yelling, spitting, threats, intimidation, assaults, slurs, and cursing. Intimidation, threats and slurs include, but are not limited to, racially-motivated comments.
- 3.02 **"Fare"** means the monetary charges established by Santa Cruz METRO for the use of its transit services and facilities.
- 3.03 **"Graffiti"** means any unauthorized inscription, word, figure, tag, mark or design that is written, marked, etched, scratched, drawn painted or otherwise affixed onto Santa Cruz METRO facilities or property.
- 3.04 **"Santa Cruz METRO vehicle"** means a Santa Cruz METRO bus, van or other vehicle owned, operated, or used by Santa Cruz METRO or its contract service providers transporting Santa Cruz METRO representatives or customers.
- 3.05 **"Santa Cruz METRO Facility"** means any property identified as being owned and/or operated by Santa Cruz METRO, including but not limited to all transit centers, bus stops/[shelters](#), operating and maintenance facilities, and Santa Cruz METRO's administrative offices.
- 3.06 **"Weapon"** includes but is not limited to firearms, switchblades knives, axes, gravity knives, box cutters, straight razors, unpackaged razor blades, swords, nun chucks, explosives, dangerous chemicals or devices, radioactive materials, and highly combustible materials.



IV. RULES PERTAINING TO USE OF SANTA CRUZ METRO'S FACILITIES/VEHICLES

4.01 Boarding/Alighting and Fare Payment

- A. Board at the front of the bus and use the handrails to help you board safely.
- B. Exit at the rear door of the bus. For your safety, Santa Cruz METRO encourages elderly, disabled and passengers with small children to alight through the front doors and use the handrails.
- C. ~~Stand up and make yourself visible to the bus operator, as the bus approaches the bus stop unless in a wheelchair. If in a wheelchair,~~ Make best efforts to make yourself visible to the bus operator as the bus approaches the bus stop.
- D. To reduce boarding time and assist in keeping schedules on time, please have your CRUZ Card or Discount Fare ID Card and exact fare ready. Cash or proof of fare is required to board the bus. If a discount is requested, proof of qualifying discount must be provided.
- E. The bus operator will notify customers to wait while he/she boards a person with disabilities first.
- F. All seats near the front of the bus are identified for senior and disabled customers. Federal law requires that a non-qualifying patron move to another seat or stand when a qualifying patron needs the seat.

4.02 Strollers, Bicycles, ~~and Skateboards,~~ "Segways", Hoverboards

- A. Folding strollers and folding bikes (under 5 feet in length when folded) are allowed inside the bus, as long as they can be folded and stored out of the aisle and controlled by the passenger and do not obstruct additional seats beyond the seat in which the passenger is sitting.



B. Electric personal assistive mobility devices ("EPAMD"), which are self-balancing, non-tandem two-wheeled, electric-propulsion system devices (e.g. "Segways"), may only be transported using Santa Cruz METRO's bus systems by persons with disabilities who use the device as a mobility aid. If an operator has a doubt that the user is disabled and uses the EPAMD as a mobility device, the operator may ask the customer if the EPAMD is being used as a mobility device. If the customer says it is, the operator must allow the customer to board with the EPAMD. If an operator still has a doubt that the user is disabled and uses the EPAMD as a mobility device, the operator shall contact dispatch to report suspected abuse of this Policy. EPAMDs must remain "off" while onboard the vehicle. A person shall not transport an EPAMD with willful or wanton disregard for the safety of persons or property.

The operator shall not board a customer with an EPAMD unless a wheelchair securement position is vacant. On buses with lifts, the operator will deploy the lift so a customer may either pull or push the EPAMD onto the lift. The customer must, without assistance from the operator, maneuver the EPAMD onto the lift. The customer must accompany the EPAMD on the lift but may not ride the EPAMD on the lift. The customer may need to lower their head to avoid hitting the top of the door opening when the lift is in motion. On reaching the bus floor, the customer must maneuver the EPAMD, without assistance from the operator, to the wheelchair securement area. On buses with ramps, the operator will deploy the ramp so a customer may either pull or push the EPAMD onto or off the bus. The same procedures will be followed in reverse for deboarding.

The customer shall position the EPAMD in the wheelchair securement area. The EPAMD shall be positioned with the handlebar resting on the folded seat bottom and against the seatback to prevent rearward movement. The bus operator shall secure the EPAMD with securement straps to prevent movement. The customer shall sit in the closest available seat to the EPAMD. If no seats are available, the customer shall stand as close to the EPAMD as possible.



C. Bicycles, skates, skateboards, kick scooters and other wheeled devices, except wheelchairs and mobility aid devices, may not be ridden on Santa Cruz METRO property or buses.

A.D. Passengers ~~may~~ must carry or walk permissible wheeled riding devices ~~, excluding hoverboards,~~ in a safe manner at Santa Cruz METRO facilities to park and/or board the bus. While riding the bus, such devices must be safely stored out of the way of other passengers, must be controlled by the passenger and may not obstruct additional seats beyond the seat in which the passenger is sitting.

B.E. All passengers with wheeled riding devices, including wheelchairs and mobility aid devices, excluding hand-held skates or skateboards, must use ramps or ~~elevators~~ lifts to access elevated or lowered platforms.

C.F. Tandem, three-wheeled, or fuel-powered bicycles are not permitted on any Santa Cruz METRO facilities or buses.

D.G. Since many of Santa Cruz METRO's buses operate on compressed natural gas, ~~electronic skateboards, sometimes called "hoverboards" - and other similar electronic powered devices~~ are expressly precluded from METRO buses and facilities given their documented propensity to catch fire.

4.03 Animals

A. Animals are not permitted in Santa Cruz METRO facilities or vehicles, unless one of the following applies:

1. The animal is in a secure carrier specifically designed for transporting animals;



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2. The animal is a certified police dog and is accompanied by a peace officer; or
 3. The animal is a service animal, as defined by the Americans with Disabilities Act (ADA). A Bus Operator may ask whether the animal is a service animal and what service the animal performs for the handler (*See Santa Cruz METRO's Service Animals Policy*).
- B. Handlers must ensure that an animal shall not deprive a customer of a seat or block an aisle. Handlers shall maintain control of their animals at all times.
- C. Handlers of animals shall promptly remove all animal waste from Santa Cruz METRO facilities and vehicles.
- D. Do not allow any animal to occupy a seat on transit property, to run at large without a leash, to unreasonably disturb others, or obstruct the flow of passenger or bus traffic.

4.04 Expressive Activity

A. No person shall conduct or participate in assemblies or demonstrations, display or post signs or banners, solicit funds, or distribute written pamphlets, flyers, petitions or other materials (collectively, "Expressive Activity") in or on any of the following areas: (1) any bus or van operated by or for Santa Cruz METRO, or (2) Santa Cruz METRO owned or occupied workshops, offices, maintenance facilities or garages.

B. Expressive Activity is authorized on other public property owned or controlled by Santa Cruz METRO pursuant to the terms and conditions of this Policy.

C. Any person participating in an assembly or demonstration, displaying signs or banners, or distributing pamphlets, flyers, petitions or other materials in public areas surrounding Santa Cruz METRO buses or property shall not: (1) interfere with the access or egress of passengers to



and from vehicles, (2) interfere with the access or egress of vehicles to and from bus stops or Santa Cruz METRO property, (3) interfere with Santa Cruz METRO employees' conduct of their business, or (4) harass, threaten or coerce any person. Any person or group that will conduct or participate in an Expressive Activity shall provide Santa Cruz METRO with at least 5 business days' notice voluntarily providing the name, address and telephone number of the person or group, specifying the proposed Expressive Activity, the date and time of the activity and the number of participants. Santa Cruz METRO may impose conditions to avoid injury to persons or property or to assure the safe and orderly use of Santa Cruz METRO property. Such conditions may include limitations on the number of participants, the time and duration of the activity, the place of the activity, and safety and security issues involving the activity.

D. Any person or organization conducting or participating in Expressive Activity shall be responsible for the removal of all written materials and the cleanup of the property used for the Expressive Activity. No written materials shall be left unattended on Santa Cruz METRO controlled or owned property.

E. No person, other than Santa Cruz METRO personnel or agents, shall post flyers, pamphlets, posters, or any other materials in Santa Cruz METRO buses or bus shelters.

4.05 Commercial Filming

A. Filming and/or still photography, which does not include filming home videos or still photography by individuals solely for personal use, on Santa Cruz METRO property requires a filming permit, payment of a per diem filming fee, and reimbursement for actual costs incurred by METRO due to filming, including, but not limited to, costs of any METRO personnel required to monitor or assist in the filming activity. Requests to film on Santa Cruz METRO property will be considered by METRO management on an individual basis.

4.04 A filming permit shall be issued to the eligible permittee upon approval of METRO management and payment of the applicable per



diem charge. METRO management shall determine the per diem charge applicable to permittee's project. Permittee shall conform with insurance requirements and other conditions applicable to use of Santa Cruz METRO property as set forth by METRO management.

4.054.06 Miscellaneous

- A. Food and drink are permitted on Santa Cruz METRO buses, provided they are not easily spilled.
- B. For safety purposes, all passengers must wear soled foot covering (shoes, flip flops, high heels, etc.) while on a Santa Cruz METRO bus or at a Santa Cruz METRO facility.
- C. All passengers must disembark the bus at the end of the line (bus layover).
- D. Commercial activity is prohibited at any Santa Cruz METRO facility, property, or on any transit vehicle, unless permitted and authorized by Santa Cruz METRO or its agents.
- E. Santa Cruz METRO transit facility public restrooms are for Santa Cruz METRO bus patrons, Santa Cruz METRO employees and patrons of authorized vendors at the transit facility.

V. CRITERIA FOR SUSPENSION OF SERVICE AND/OR EXCLUSION FROM BUS OR TRANSIT FACILITIES

5.01 The following conduct (hereinafter referred to as "Suspendable Conduct") will subject a Santa Cruz METRO customer to removal, including immediate removal where appropriate, and/or exclusion from buses and/or transit facilities:

5.02 Fare Evasion



- A. Failure to follow the standards provided in Section 4.01 above.

5.03 Blocking

- A. Intentionally obstructing or impeding the flow of transit vehicles, passenger traffic, hindering or preventing access to transit vehicles or transit centers, or unlawfully interfering with the provision or use of public transportation services.
- B. Blocking an aisle, door, or stairway with one's body or an object, in a way that poses a danger, unreasonably impedes a patron's movement, or displaces a person.
- C. Occupying more than one seat. For the courtesy of all other passengers, and to ensure seating availability, personal items are not to be placed on passenger seats.
- D. Bringing onto a transit vehicle, any package or other object which blocks an aisle or stairway or occupies a seat, if to do so would, in the bus operators sole discretion, cause a danger to, or displace passengers or expected passengers.

5.04 Animals

- A. Failure to follow the standards provided in Section 4.03 above.

5.05 Food, Alcohol, Drugs and Weapons

- A. Failure to follow the standards provided in Section 4.04 above.
- B. Carrying any flammable liquids, explosives, acid, battery, or other article or material likely to cause harm to others. Firearms, fireworks and hoverboards are strictly prohibited on all buses and at all facilities.
- C. Drinking or carrying alcohol in an open container is prohibited on all buses and Santa Cruz METRO facilities.



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- D. Sticking of affixing chewing gum onto any surfaces in a bus or Santa Cruz METRO facility is strictly prohibited.

5.06 Disorderly Conduct

- A. Harassing or abusing a Santa Cruz METRO employee or customer because of that person's race, nationality, sexual orientation or other protected classifications.
- B. Sexually harassing any Santa Cruz METRO employee or customer.
- C. Disruptive conduct of customers who are temporarily unable to care for themselves due to illness or intoxication (alcohol, drugs, or other intoxicating substances), which interferes with the safe and smooth operation of the system.
- D. Verbal, threatening, violent or physical abuse of Santa Cruz METRO employees, or customers. This includes engaging in or soliciting another person to engage in lewd conduct.
- E. Defacing, destroying or otherwise damaging Santa Cruz METRO property or any signs, notices or advertisements on transit property, or buses, including graffiti of any kind. Willfully tampering with, removing, displacing, damaging, or destroying any part of any facility or vehicle of Santa Cruz METRO.
- F. Discarding litter other than in designated trash receptacles.
- G. Behavior that presents a danger to the health, safety or welfare of the offending customer, other customers, or a Santa Cruz METRO employee. Such behavior includes conduct which is violent, seriously disruptive, or illegal as defined by the California Penal Code.



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- H. Extending an object or a portion of one's body through the door or window of a transit vehicle while it is in motion.
 - I. Placing one's feet or shoes on seats or furnishings within buses and transit centers.
 - J. Urinating, defecating, vomiting, spitting or inappropriately discharging of bodily fluids on transit property.
 - K. Possession of alcohol, controlled or hazardous substances, guns, knives or devices that are weapons or appear to be capable of being used as a weapon. This provision does not apply to law enforcement or security personnel.
 - L. Hanging or swinging on bars or stanchions, with feet off the floor, inside a transit vehicle or other transit property; hanging onto or otherwise attaching oneself at any time to the exterior of a transit vehicle or other transit property.
 - M. Throwing any object from a transit vehicle.
 - N. Criminal conduct prohibited by the California Penal Code.

5.07 Noise, Odors, Health and Safety

- A. Intentionally disturbing others by engaging in loud, boisterous, raucous, unruly, or harassing behavior that is harmful and intimidating to others, including gum popping, whistling and drumming or pounding.
- B. Playing an audio device, audible game device, cell phone on speaker, musical instrument or any other sound producing equipment, except when the equipment is connected to earphones that limit the sound to the individual listener. When using earphones, the volume must be lowered such that passengers sitting in adjacent seats will not be bothered by the sounds emanating from the earphones.



- C. Failing to maintain acceptable standards of personal hygiene, which could expose Santa Cruz METRO customers or employees to health and safety risks, or is seriously disruptive to the use, operation or enjoyment of Santa Cruz METRO facilities.~~A person may not be on or in a Santa Cruz METRO bus or facility with an unavoidable repulsive odor so extreme it causes a nuisance and/or unreasonably interferes with the use, operation or enjoyment of Metro facilities or impacts the health, welfare or safety of other customers or Santa Cruz METRO employees.~~
- D. Other behavior or condition that presents an unacceptable health, safety or welfare risk to Santa Cruz METRO customers or employees.

5.08 Loitering

- A. Camping, laying down, or sleeping in or on Santa Cruz METRO transit property, including bus stops and bus shelters; storing personal property (unless such property is being taken on the bus (e.g., luggage)) -on benches, floors or other areas of Santa Cruz METRO transit property.
- B. Failure to disembark the bus at the end of the line (bus layover).
- C. Loitering at a Santa Cruz METRO facility, including bus stops and bus shelters, is strictly prohibited. No one shall be allowed in a Santa Cruz METRO facility without a valid bus fare, ~~unless in the process of moving towards a ticket vending machine or customer service window to purchase a valid bus fare, or to patronize one of the authorized vendors at the transit facility~~ or other bona fide purpose related to METRO transit services, Greyhound services, or vendors in METRO facilities.
- D. Use of Santa Cruz METRO transit facility public restrooms by non-Santa Cruz METRO bus patrons, Santa Cruz METRO employees and patrons of authorized vendors at the transit facility.

5.09 Commercial Activity / Solicitation / Commercial Filming



~~A.~~ A. Soliciting, advertising, selling or distributing goods or services on transit property, except as authorized by Santa Cruz METRO or its agents.

B. Engaging in or soliciting another person to engage in prostitution or other illicit activity.

~~—C.~~ Failure to conform to commercial filming requirements set forth in Section 4.05.

5.10 Expressive Activity

A. Failure to conform to commercial filming requirements set forth in Section 4.04.

~~5.10~~

5.11 Miscellaneous

A. Smoking or carrying a lighted or smoldering pipe, cigar, cigarette, electronic cigarette, "vaping" device, or using any tobacco, marijuana cannabis or other products on Santa Cruz METRO properties or buses. Smoking is also prohibited within 50 feet of any bus stop or 25 feet of any Santa Cruz METRO facility window door, and on or in any transit vehicle or facility.

B. Discharging or activating a laser-emitting device on a transit vehicle or Santa Cruz METRO facility, directing such a device from a transit vehicle toward any other moving vehicle, or directing such a device toward any Santa Cruz METRO employee or passenger.

C. Failure to wear soled foot covering (shoes, flip flops, high heels, etc.) while on a Santa Cruz METRO bus or at a Santa Cruz METRO facility.

VI. PROCEDURES FOR SUSPENSION AND/OR EXCLUSION



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- 6.01 A person who violates this Policy is subject to a notice of violation and imposition of any and all remedies, fines, criminal sanctions, damages, and penalties available by law. Enforcement of any provisions of this Policy involving the payment of any fees, penalties or other administrative amounts, or community service, based on California Penal Code section 640 (b) and (c), shall be pursuant to the authority and according to the procedures, herein and as set forth in the California Public Utilities Code including section 99580 et seq. Parents or guardians shall also be responsible in addition to the minor for any fees, penalties, or fines incurred or damages caused by their minor in connection with a citation. violation of this Policy that is also a violation of a local, state, or federal law may be prosecuted in a court proceeding by the appropriate authority, in addition to any enforcement by or remedies available to Santa Cruz METRO. Failure to comply with an exclusion determination may result in fines, a citation for criminal trespass, and any other applicable criminal and civil remedies.
- 6.02 Service may be suspended and the passenger may be removed from the bus if a passenger engages in suspendable conduct. Based upon the seriousness of the passenger's conduct, prior experiences with the passenger and, taking into account information presented by the involved passenger and Santa Cruz METRO employees, Santa Cruz METRO will determine the length of the suspension or determine whether exclusion from service is warranted.
- 6.03 A Notice of Suspension/Exclusion will, if possible, be mailed to the involved passenger. If service of the Notice of Suspension/Exclusion on the passenger cannot be accomplished by regular mail, Santa Cruz METRO may use other methods of obtaining service on the passenger, including hand-delivery.
- 6.04 Passengers may present information opposing a suspension or exclusion by contacting the Chief Operations Officer (COO) at Santa Cruz METRO's Administration offices, located at 110 Vernon Street, Santa Cruz, CA.



Information concerning the passenger's right to present opposing information will be included in the Notice of Suspension/Exclusion.

- 6.05 Santa Cruz METRO reserves the right to pursue all remedies at law, but not limited to, enlisting the services of local law enforcement, petitioning the Superior Court for a Temporary Restraining Order (TRO) and/or seeking a permanent injunction in appropriate cases.

VII. ADMINISTRATION OF POLICY

7.01 Nothing in this Policy shall be applied in a manner that discriminates against individuals with disabilities. It is not discrimination to refuse to provide service to an individual with disabilities because that person engages in violent, seriously disruptive or illegal conduct.

7.017.02 Each Department Manager is responsible for administering this Policy and procedures within their department in accordance with this Policy.

7.027.03 Santa Cruz METRO will integrate this Policy into the agency's policies and procedures.

VIII. REVISION HISTORY

Date	Action	Approved By

END OF POLICY



Legal Department

Department Manager/Title

CEO

**PASSENGER CODE OF CONDUCT AND SERVICE
SUSPENSION/EXCLUSION FOR VIOLENT, SERIOUSLY DISRUPTIVE,
AND/OR ILLEGAL CONDUCT ON PARATRANSIT VEHICLES**

Policy #: AP-_____ **Origination Date:** _____ **Revised Date:** _____

I. PURPOSE

- 1.01 Santa Cruz METRO reserves the right to amend, modify, or delete this Policy at any time.
- 1.02 The Santa Cruz Metropolitan Transit District ("Santa Cruz METRO") is committed to providing quality and non-discriminatory public transportation within Santa Cruz METRO's service area. There are occasions, however, when customer behavior seriously disrupts or endangers the health and safety of our employees and members of the public who use our services. When this occurs, it may be necessary to deny Santa Cruz METRO services and/or access to Santa Cruz METRO facilities to those customers in accordance with the criteria and procedures specified in this Policy.
- 1.03 This Policy is enacted pursuant to the authority granted to Santa Cruz METRO by the California Penal Code Section 640 and the California Public Utilities Code Sections 99112 and 99580 et seq.

II. APPLICABILITY

- 2.01 This Policy applies to any member of the public utilizing Santa Cruz METRO's paratransit service, or while on Santa Cruz METRO's paratransit vehicles.
- 2.02 Santa Cruz METRO will post this Policy at each of its transit centers and on its website upon adoption.

III. CRITERIA FOR SUSPENSION OF PARATRANSIT SERVICE

- 3.01 In accordance with Section 37.5(h) of the ADA regulations, the Santa Cruz Metropolitan Transit District (METRO) will not permit passengers to ride its paratransit services who have exhibited behavior that is violent, seriously disruptive, or illegal. Violent, seriously disruptive and/or illegal conduct (hereinafter referred to as "Suspendable Conduct"), including, but is not limited to, the following conduct:
- A. Eat, drink, play radios, cassette players, mp3 players, or CD players (without headphones), or litter on vehicles;
 - B. Intentionally ~~S~~soil the vehicle with bodily fluids or waste;
 - C. Fail to maintain acceptable standards of personal hygiene, which could expose passengers and drivers to health and safety risks;
 - D. Distract the driver or interfere with or damage the vehicle or equipment;
 - E. Use abusive, threatening, or obscene language;
 - F. Commit violent or illegal actions or any criminal conduct prohibited by the California Penal Code;
 - G. Fraudulently obtain paratransit service for themselves or others;
 - H. Behave in ways that seriously disrupt the service or delay the vehicle;
 - I. Harass, abuse or threaten other riders or METRO staff;
 - J. Wear strong fragrances;
 - K. Smoke (including electronic or "vaping" devices) on, or within forty (40) feet, of the vehicles.

IV. PROCEDURES FOR SUSPENSION AND/OR EXCLUSION

- 4.01 Depending on the severity of the incident, service may immediately be suspended to passengers who engage in Suspendable Conduct. METRO shall conduct an investigation of the Suspendable Conduct, which shall include interviewing the passenger involved in the Suspendable Conduct, and shall make a determination of the length of the suspension within 10 working days from the date of the incident resulting in the suspension. In

determining the length of the suspension, and the conditions for the reinstatement of the suspended passengers riding privileges, METRO staff shall consider the cause of the Suspendable Conduct and METRO staff's ability to resolve the matter in conjunction with the suspended passenger, his/her caretaker and/or the appropriate community service agency to ensure the Suspendable Conduct will cease. Repeated incidents of Suspendable Conduct also will be factored into the length of the suspension.

V. PROCEDURES FOR APPEAL OF SUSPENSION AND/OR EXCLUSION

- 5.01 Riders may appeal the suspension of their service by submitting a written request for an appeal to METRO's Administrative office, at 110 Vernon Street, Santa Cruz, CA 95060 within 10 calendar days of the date of the determination of the length of the suspension.
- 5.02 If an individual is unable to submit a written appeal, because of a disability, he/she may contact Santa Cruz Metro's Customer Service Supervisor at (831) 425-8600, who will tape record the conversation with the individual's knowledge and consent. The individual making the appeal must identify himself/herself (for verification purposes only) and provide all other necessary information in order for the appeal to be processed. The appeal will be mailed to the individual for verification and signature (if possible). The appeal will not be processed until the appeal is received back by Santa Cruz Metro, signed by the individual or, if unable because of a disability to sign the form, by the representative, as verification of its accuracy.
- 5.03 An appeals panel will be convened within 30 days from the time METRO receives a written request for an appeal. Depending on the severity of an incident, riders appealing a suspension based on Suspendable Conduct may not be allowed to continue to ride until the appeals panel issues a written decision on the case. The appeals panel shall issue a written decision on the appeal within 10 working days from the date the appeal is heard.

VI. ADMINISTRATION OF POLICY

- 6.01 Suspendable Conduct, which is determined to be due to a disability of the rider, may not result in a suspension. However, METRO may require the rider to travel with a Personal Care Attendant (PCA) if it is established that the rider's behavior poses a significant, potential threat of harm to other

E&D TAC June 12 2018 - Item 13 Attachment 2

passengers or the driver. If such Suspendable Conduct continues and the required PCA is unable to prevent further instances of such behavior so that the rider continues to present a potential health, welfare, or safety problem, service for the rider may be suspended.

- 6.02 When service is reinstated for an individual whose service had been suspended for violation of this policy, the individual's behavior will be monitored for a period of 60 days to determine that the individual can control his/her behavior. If behavioral incidents reoccur, the individual may be required to travel with a self-provided PCA.

VII. REVISION HISTORY

Date	Action	Approved By

END OF POLICY

AGENDA: June 12, 2018

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Grace Blakeslee, Transportation Planner
RE: City of Watsonville Pedestrian and Bicycle Safety

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about pedestrian and bicycle safety in the City of Watsonville.

BACKGROUND

The Pedestrian Safety Work Group is a subcommittee of the Regional Transportation Commissions' Elderly and Disabled Transportation Committee. The mission of the Pedestrian Safety Work Group is to ensure safe and accessible pedestrian travel and access through the county for the benefit of all residents. Pedestrian Safety Work Group members are aware of recent pedestrian injuries in the City of Watsonville and the overall higher rate of pedestrian collisions in the City of Watsonville when compared to other California cities ([Attachment 1](#)).

At the March 20, 2018 Pedestrian Safety Work Group meeting, the sub-committee members requested that information about efforts to improve pedestrian safety in the City of Watsonville be presented to the Elderly and Disabled Transportation Advisory Committee at their June 12, 2018 meeting held in Watsonville. The sub-committee considered the benefits of providing information about the impacts of pedestrian hazards on elderly individuals and people living with disabilities in the City of Watsonville to the Elderly and Disabled Transportation Advisory Committee.

DISCUSSION

The Community Safety Traffic Coalition (CTSC) and the City of Watsonville are working in partnership to implement the City of Watsonville's Vision Zero Program. The CTSC and City of Watsonville staff will provide an oral report about the City of Watsonville's Vision Zero Program at the June 12, 2018 E&D TAC meeting. Pedestrian collisions data between January 1, 2006 and December 31, 2017 for the City of Watsonville is included as [Attachment 2](#). RTC staff will also provide an oral report about the RTC's Cruz511 efforts towards improving pedestrian safety in the City of Watsonville.

The Impact of Traffic Violence on the City of Watsonville



Primary Collision Factors

Two factors are 3x more likely to cause crashes in the City of Watsonville than any other factor:

- **Unsafe speed**
(26.4% of all crashes)
- **Right of way violations**
(29.5% of all crashes)



What does it take to become a Vision Zero City?

The first step is for a city council or county board of supervisors to make a public commitment to preventing all roadway deaths and life altering injuries.

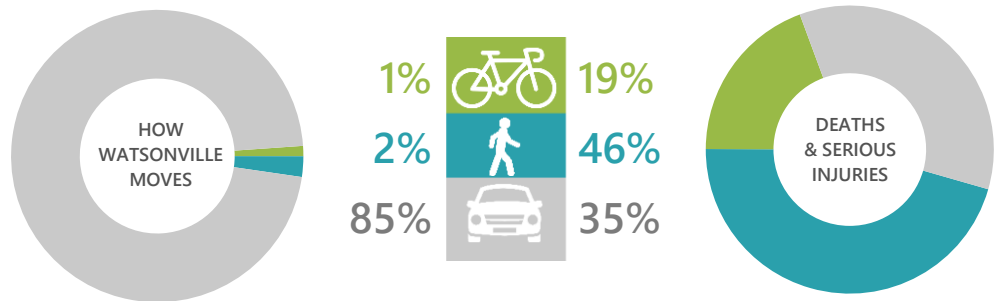
How Watsonville Compares

Watsonville ranks **1st WORST** for injuries and fatalities among pedestrians under the age of 15, and **4th worst** for pedestrians overall.*

*When compared to 105 California cities of similar size, 2014 OTS Rankings

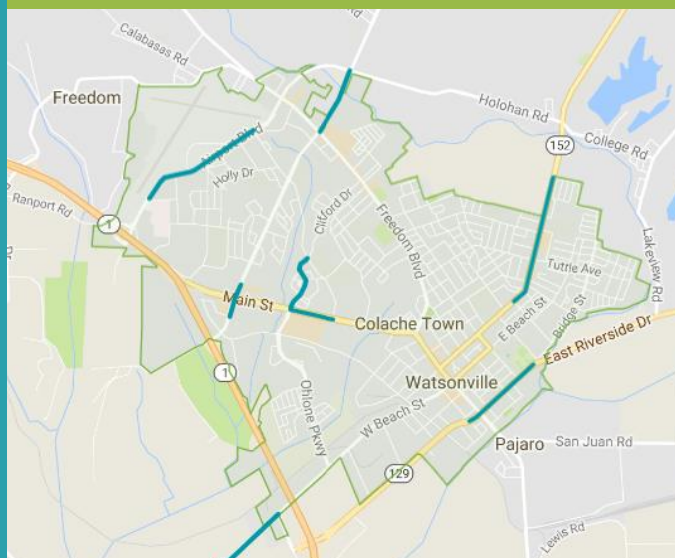


Watsonville Travel Mode vs. Traffic Deaths & Serious Injuries



Source: ACS 5-year estimates, Commute Mode age 16+; CHP SWITRS 2010-2014

High-Injury Corridors



All of these streets are in low-income neighborhoods.

30%
of fatal & serious
injury crashes occur on
2 miles
(2.2%) of city streets.

An additional **25%**
of fatal & serious
injury crashes occur on
1.9 miles
of the State highways
within city limits.

SWITRS Query & Map

Watsonville Traffic Collision Data

All Pedestrian Collisions

Result Summary

Date 01/01/2006 - 12/31/2017

County Santa Cruz

City Watsonville

Selected Factors

Pedestrian Collision

Yes

Change Factors

Save Result

Download

Total Collisions	354	Total Victims	10 Killed, 372 Injured	State Highway	125 (35.3%)
Ped Collisions	354 (100%)	Bike Collisions	4 (1.1%)	Motorcycle Collisions	1 (0.3%)

Results Map: 339 of 354 (95.8%) Collisions Mapped.

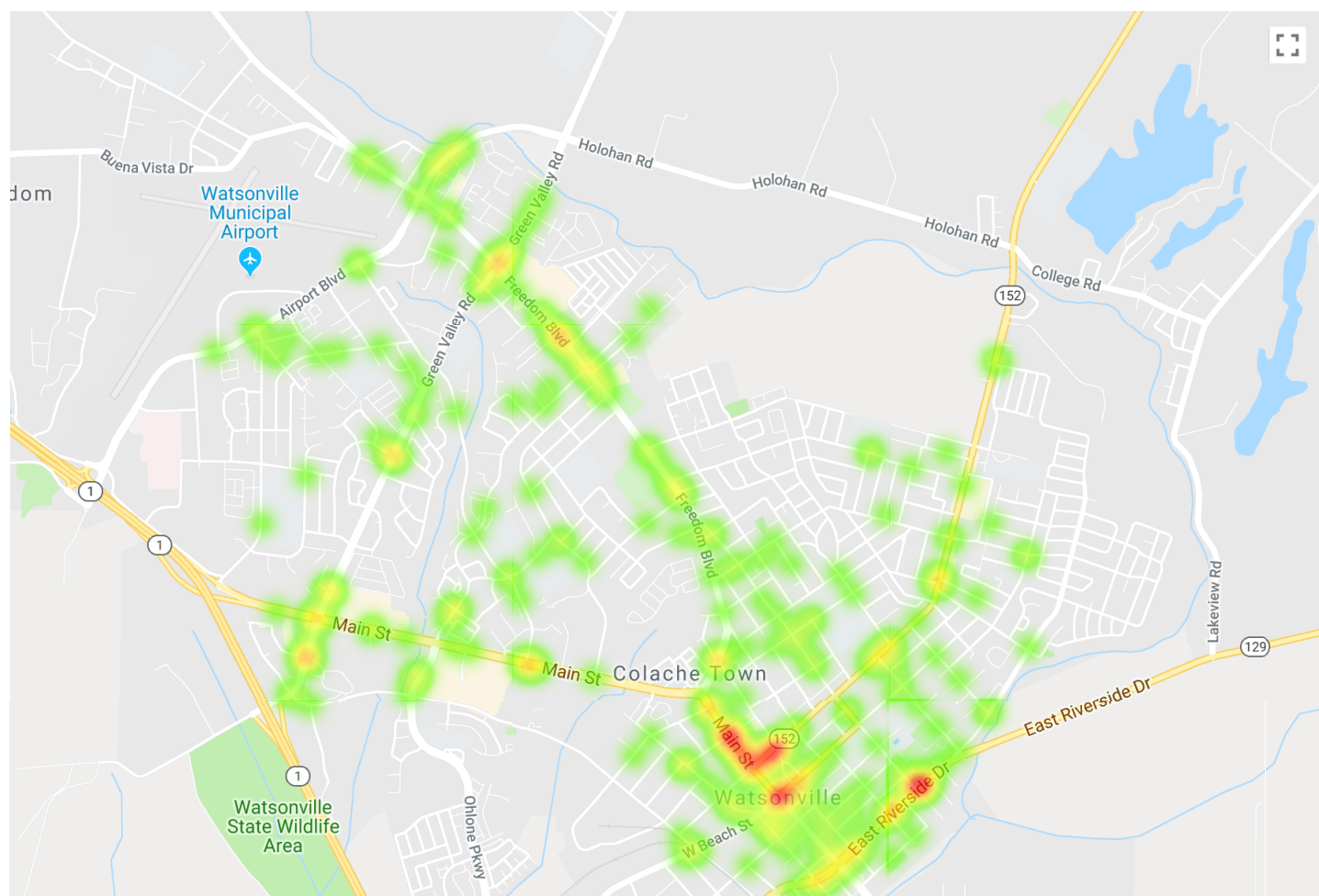
Cluster

Heatmap

Traffic

Bicycling

List Unmapped Collisions

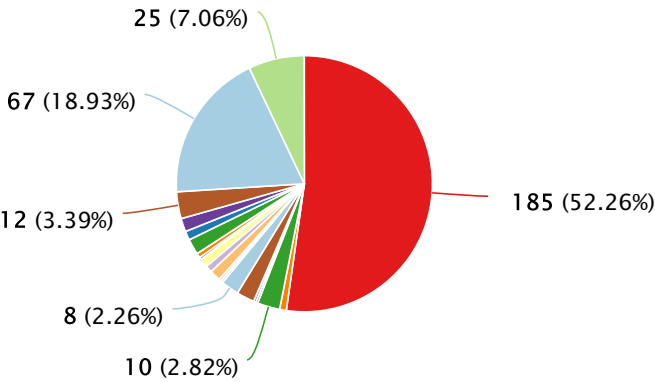


E&D TAC June 12 2018 - Item 14 Attachment 2

By Type of Violation

Number of Ped Collisions by Type of Violation

354 Ped Collisions



Type of Violation

- | | | | | |
|-------|-------|-------|-------|-------|
| 21950 | 22107 | 22106 | 21202 | 21451 |
| 21453 | 21456 | 21650 | 21663 | 23153 |
| 21951 | 21804 | 22450 | 23152 | 21952 |
| 21956 | 21955 | 22350 | 21954 | Other |

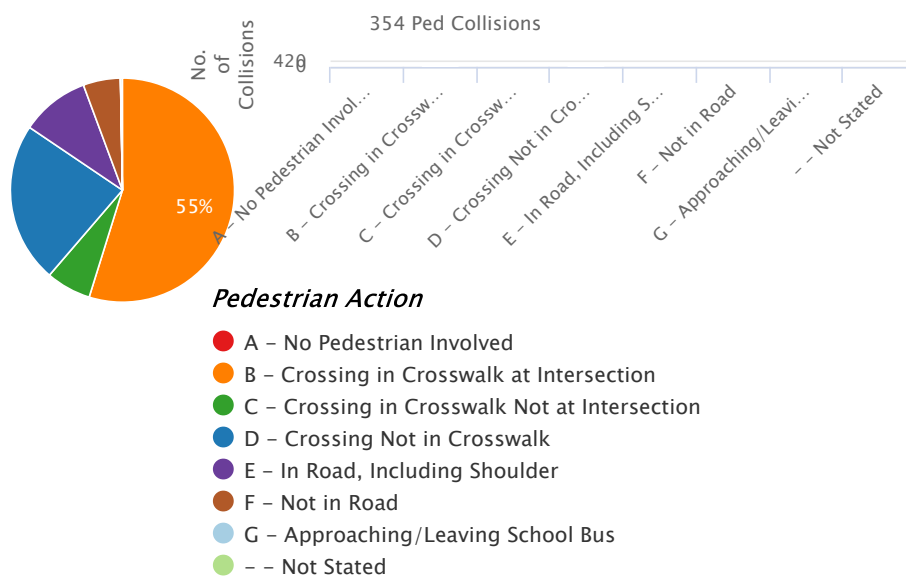
E&D TAC June 12 2018 - Item 14 Attachment 2

Type of Violation	Description	Count	%
21950	Driver must yield to pedestrian right of way in a crosswalk.	185	52.26%
21954	Pedestrian yield, upon roadway outside crosswalk.	67	18.93%
Other	0 (24) 4102 (1)	25	7.06%
22350	Unsafe speed for prevailing conditions (use for all prima facie limits).	12	3.39%
22106	Starting or backing while unsafe.	10	2.82%
21453	Red or Stop, vehicles stop at limit line or X-walk. When making right turn at a red light/stop sign driver required to yield to any vehicle approaching so closely as to constitute an immediate hazard.	8	2.26%
21456	'Walk' pedestrian failure to yield right-of-way to vehicles already in crosswalk.	8	2.26%
21952	Sidewalk, failure to yield to pedestrian on.	7	1.98%
21955	Jaywalking, between signal controlled intersections.	6	1.69%
23153	Driving under the influence of alcohol, drug, or combination, causing injury or death to another.	5	1.41%
21956	Walking on roadway, other than pedestrian's left edge.	4	1.13%
21804	Public or private property, yield to approaching traffic so close as to constitute an immediate hazard.	4	1.13%
22107	Unsafe turn with/without signaling.	3	0.85%
21951	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.	3	0.85%

E&D TAC June 12 2018 - Item 14 Attachment 2

Type of Violation	Description	Count	%
23152	Under influence of alcohol, drug, or combination, while driving a vehicle.	2	0.56%
22450	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.	1	0.28%
21663	Driving on sidewalk, except when permitted.	1	0.28%
21650	Right half of roadway, failure to drive on.	1	0.28%
21202	Bicyclist, failure to use right edge of roadway.	1	0.28%
21451	Circular green signal, shall proceed but shall yield to vehicles and pedestrians lawfully within intersection.	1	0.28%

By Pedestrian Action

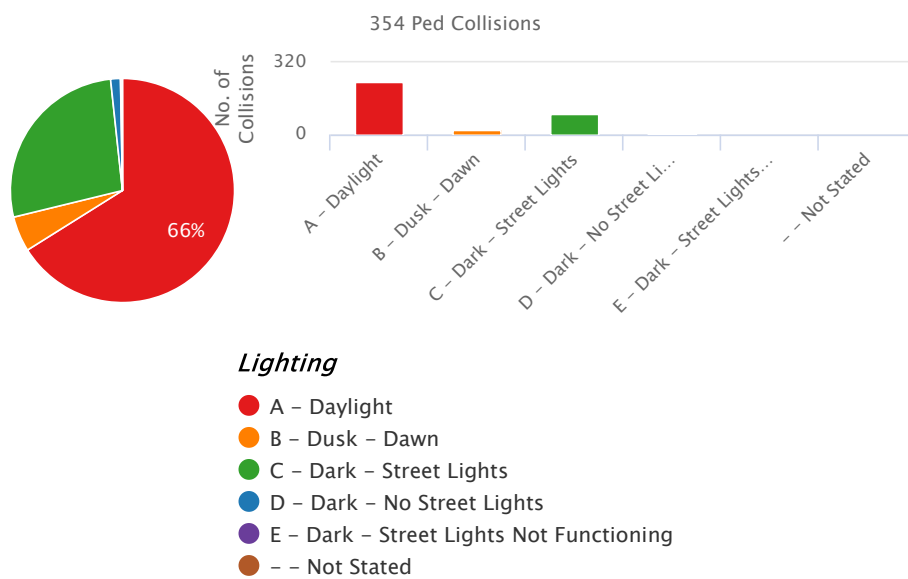
Number of Ped Collisions by Pedestrian Action

Pedestrian Action	Count	%
B - Crossing in Crosswalk at Intersection	194	54.80%
C - Crossing in Crosswalk Not at Intersection	23	6.50%
D - Crossing Not in Crosswalk	82	23.16%
E - In Road, Including Shoulder	35	9.89%
F - Not in Road	19	5.37%
-- Not Stated	1	0.28%

E&D TAC June 12 2018 - Item 14 Attachment 2

By Lighting

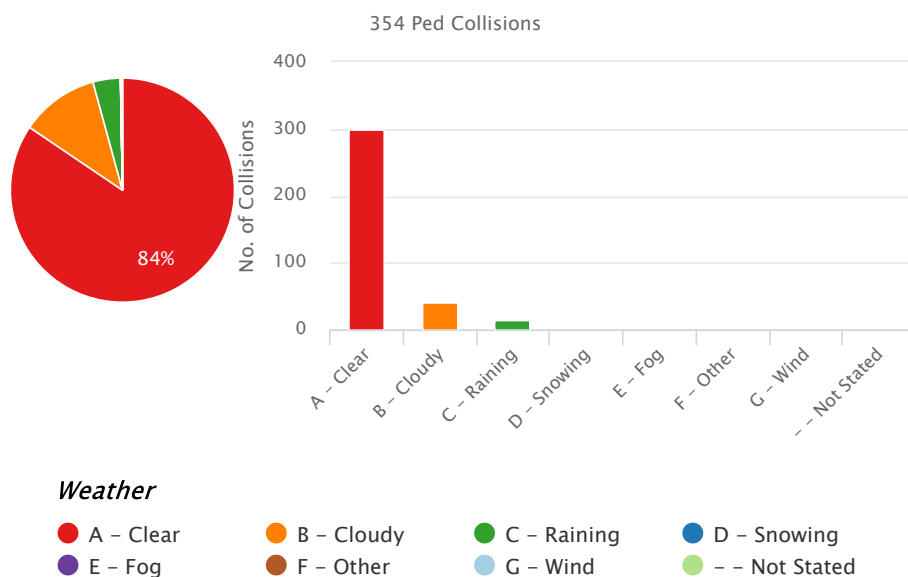
Number of Ped Collisions by Lighting



Lighting	Count	%
A - Daylight	234	66.10%
B - Dusk - Dawn	18	5.08%
C - Dark - Street Lights	96	27.12%
D - Dark - No Street Lights	5	1.41%
E - Dark - Street Lights Not Functioning	1	0.28%

By Weather

Number of Ped Collisions by Weather



Weather	Count	%
A - Clear	299	84.46%
B - Cloudy	40	11.30%
C - Raining	14	3.95%
F - Other	1	0.28%

SWITRS Query & Map

Serious Pedestrian Collisions

Result Summary

Date	01/01/2006 - 12/31/2017
County	Santa Cruz
City	Watsonville

Selected Factors	
Pedestrian Collision	Victim Degree of Injury
Yes	1 - Killed 2 - Severe Injury

Change Factors	Save Result	Download
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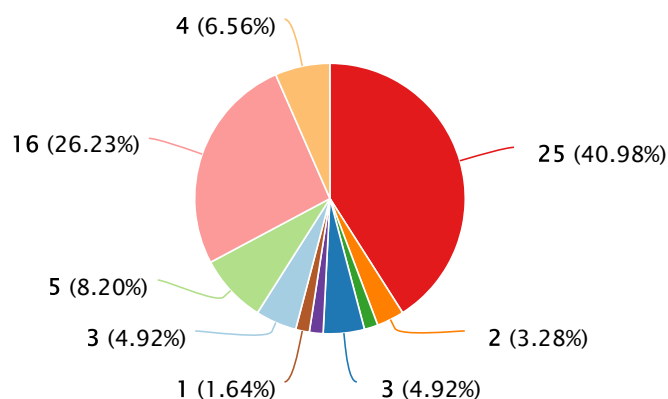
Total Collisions	61	Total Victims	10 Killed, 54 Injured	State Highway	23 (37.7%)
Ped Collisions	61 (100%)	Bike Collisions	None	Motorcycle Collisions	None

E&D TAC June 12 2018 - Item 14 Attachment 2

By Type of Violation

Number of Ped Collisions by Type of Violation

61 Ped Collisions

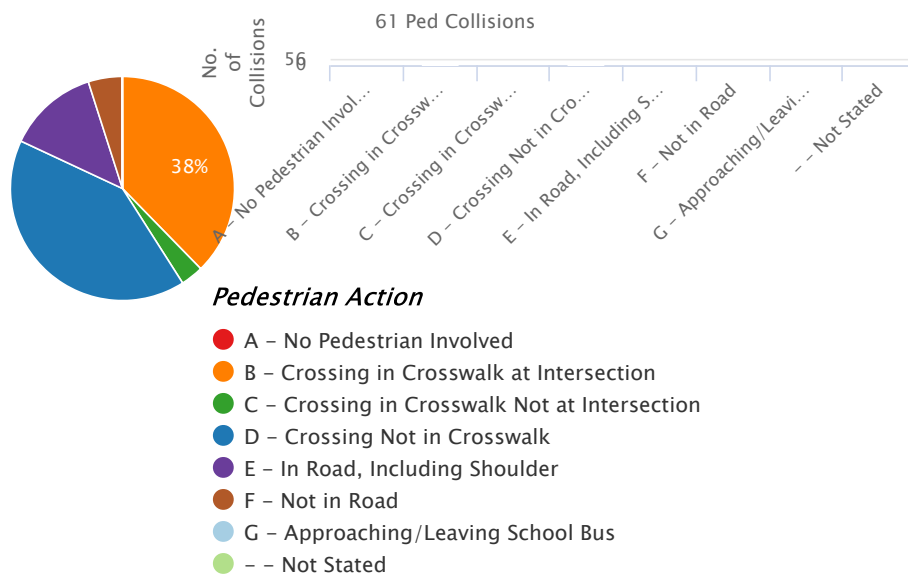
**Type of Violation**

Type of Violation	Description	Count	%
21950	Driver must yield to pedestrian right of way in a crosswalk.	25	40.98%
21954	Pedestrian yield, upon roadway outside crosswalk.	16	26.23%
22350	Unsafe speed for prevailing conditions (use for all prima facie limits).	5	8.20%
Other	0 (4)	4	6.56%
21955	Jaywalking, between signal controlled intersections.	3	4.92%
21456	'Walk' pedestrian failure to yield right-of-way to vehicles already in crosswalk.	3	4.92%
22107	Unsafe turn with/without signaling.	2	3.28%
23153	Driving under the influence of alcohol, drug, or combination, causing injury or death to another.	1	1.64%
21956	Walking on roadway, other than pedestrian's left edge.	1	1.64%
21453	Red or Stop, vehicles stop at limit line or X-walk. When making right turn at a red light/stop sign driver required to yield to any vehicle approaching so closely as to constitute an immediate hazard.	1	1.64%

E&D TAC June 12 2018 - Item 14 Attachment 2

By Pedestrian Action

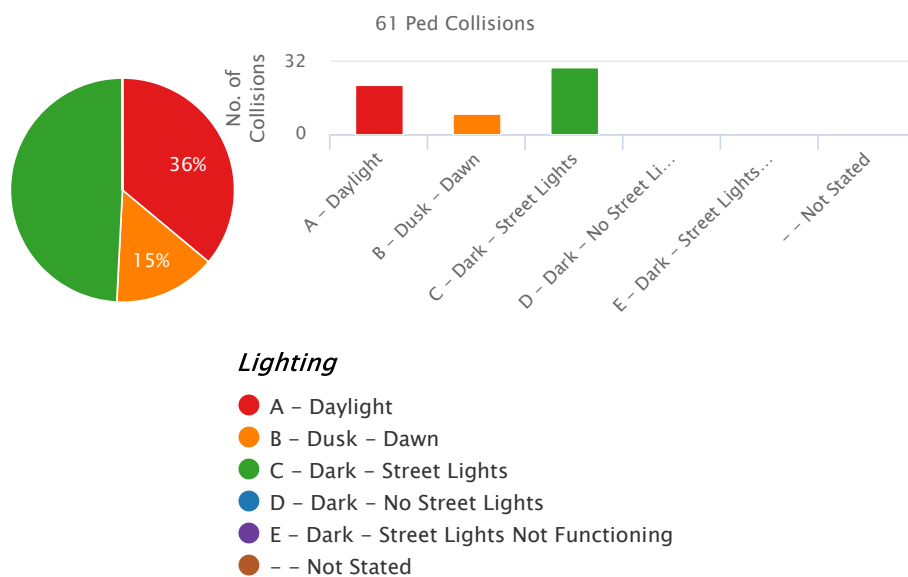
Number of Ped Collisions by Pedestrian Action



Pedestrian Action	Count	%
B - Crossing in Crosswalk at Intersection	23	37.70%
C - Crossing in Crosswalk Not at Intersection	2	3.28%
D - Crossing Not in Crosswalk	25	40.98%
E - In Road, Including Shoulder	8	13.11%
F - Not in Road	3	4.92%

By Lighting

Number of Ped Collisions by Lighting

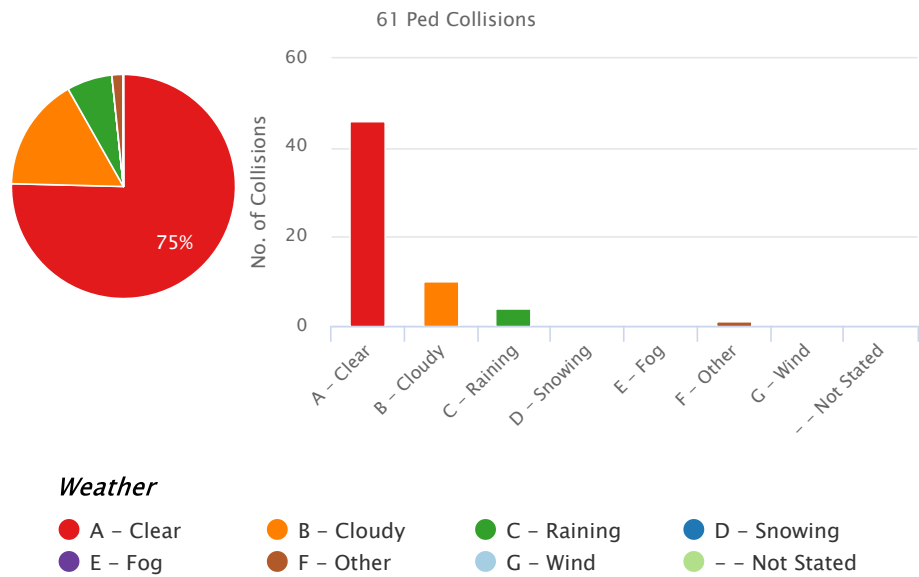


Lighting	Count	%
A - Daylight	22	36.07%
B - Dusk - Dawn	9	14.75%
C - Dark - Street Lights	30	49.18%

E&D TAC June 12 2018 - Item 14 Attachment 2

By Weather

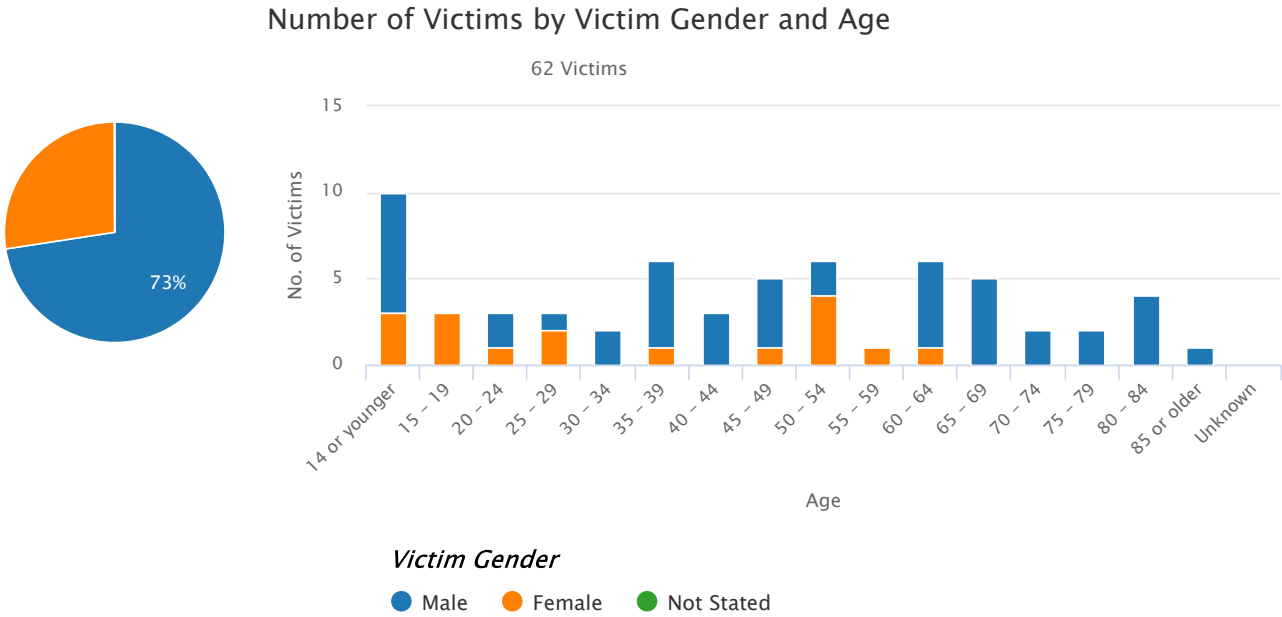
Number of Ped Collisions by Weather



Weather	Count	%
A - Clear	46	75.41%
B - Cloudy	10	16.39%
C - Raining	4	6.56%
F - Other	1	1.64%

E&D TAC June 12 2018 - Item 14 Attachment 2

By Victim Gender and Age



E&D TAC June 12 2018 - Item 14 Attachment 2

Summary 2006-2017

Year	Accidents
2006	24
2007	35
2008	30
2009	29
2010	28
2011	25
2012	23
2013	29
2014	31
2015	36
2016	40
2017	24
	354

Ave =	30
Mean =	29
Max =	40
Min =	23

2016
2012

Street		Accidents	Percent
Main		48	14%
Freedom		34	10%
Green Valley		29	8%
Lake		28	8%
Riverside		28	8%
Lincoln		17	5%
Airport		14	4%
Beach		13	4%
Rodriguez		12	3%
		223	63%

354 accidents, 10 fatalities (3%), 51 severe injuries (14%)

PCF Violation - 185 (52%) - Pedestrian right of way (cars not stopping for pedestrians)

PCF Violation - 96 (27%) - Pedestrian violation (pedestrians not using crosswalk)

60% men, 100 (26%) are 14 or younger, 59 (14%) are 15-19 years old

AGENDA: June 12, 2018

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Grace Blakeslee, Transportation Planner
RE: Sonoma- Marin Area Regional Transit – Educational Trip

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information from RTC about the Sonoma- Marin Area Regional Transit educational trip.

BACKGROUND

Sonoma-Martin Area Transit District (SMART) is a transit district created by the State of California in 2002 to oversee the development, implementation and operation of a passenger rail system in Marin and Sonoma counties. SMART is currently implementing a passenger rail and bicycle-pedestrian pathway project funded by Measure Q, a one-quarter cent sales tax approved by Sonoma and Marin voters in 2008. It will ultimately serve a 70-mile corridor from Larkspur to Cloverdale, with a first phase from Downtown San Rafael to Sonoma County Airport Boulevard starting in 2017. In 2017, SMART began regular passenger service on its 43-mile Initial Operating Segment, between the Sonoma County Airport in Santa Rosa and Downtown San Rafael. The SMART Pathway will be 70 miles long of which 52 miles will be adjacent to the active SMART railway. The trail will run along the corridor and connect to each station. A map of the trail is included as Attachment 1.

DISCUSSION

The Regional Transportation Commission's Executive Director and staff working on projects involving rail and/or trail planning participated in an educational trip with the Santa Cruz Chamber members to Sonoma-Martin Area Transit District (SMART). The SMART 2017 Annual Report is included as Attachment 2 for information. George Dondero, RTC Executive Director, will provide an oral report and lead a discussion pertaining to the SMART educational field trip.

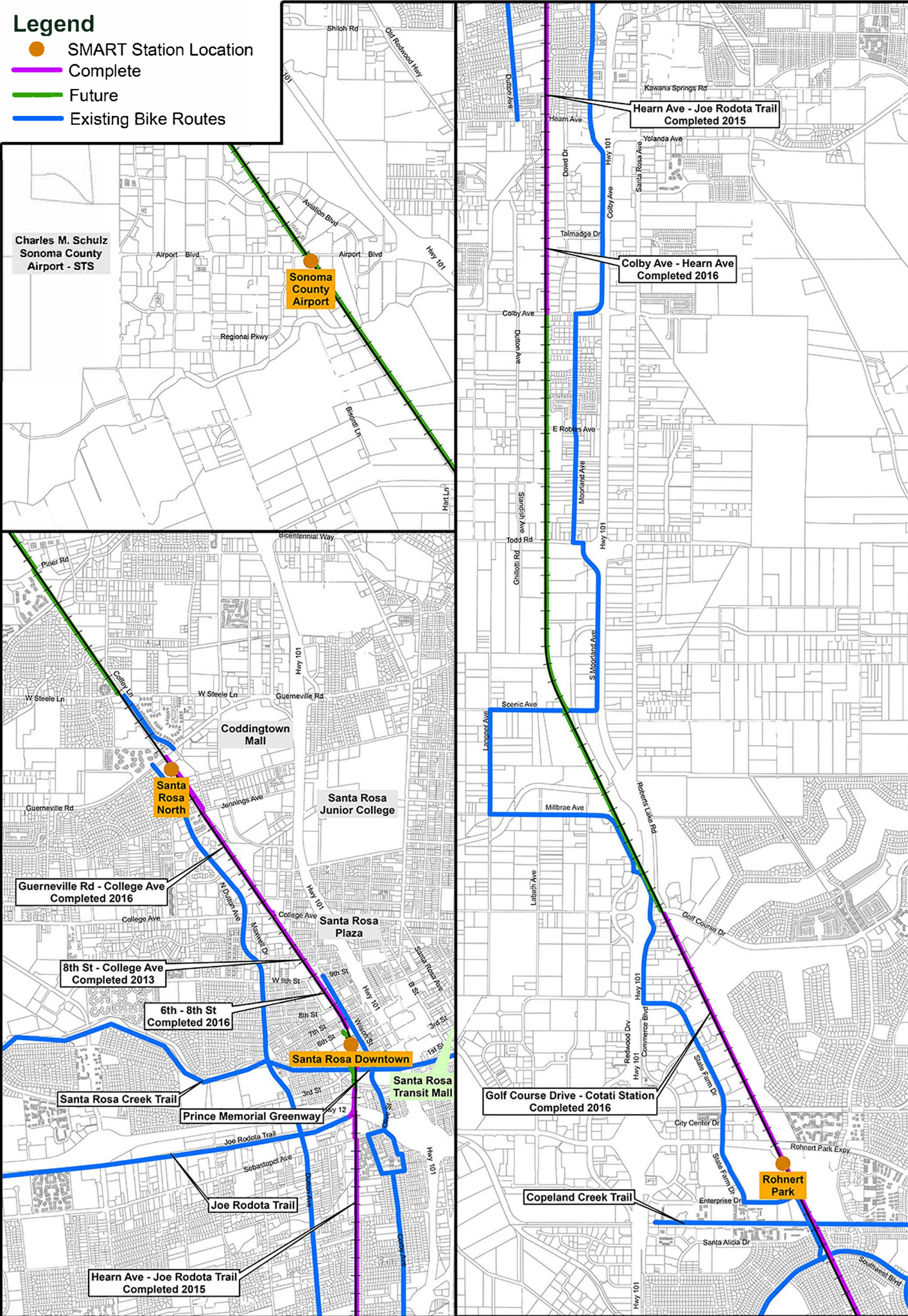
Attachments:

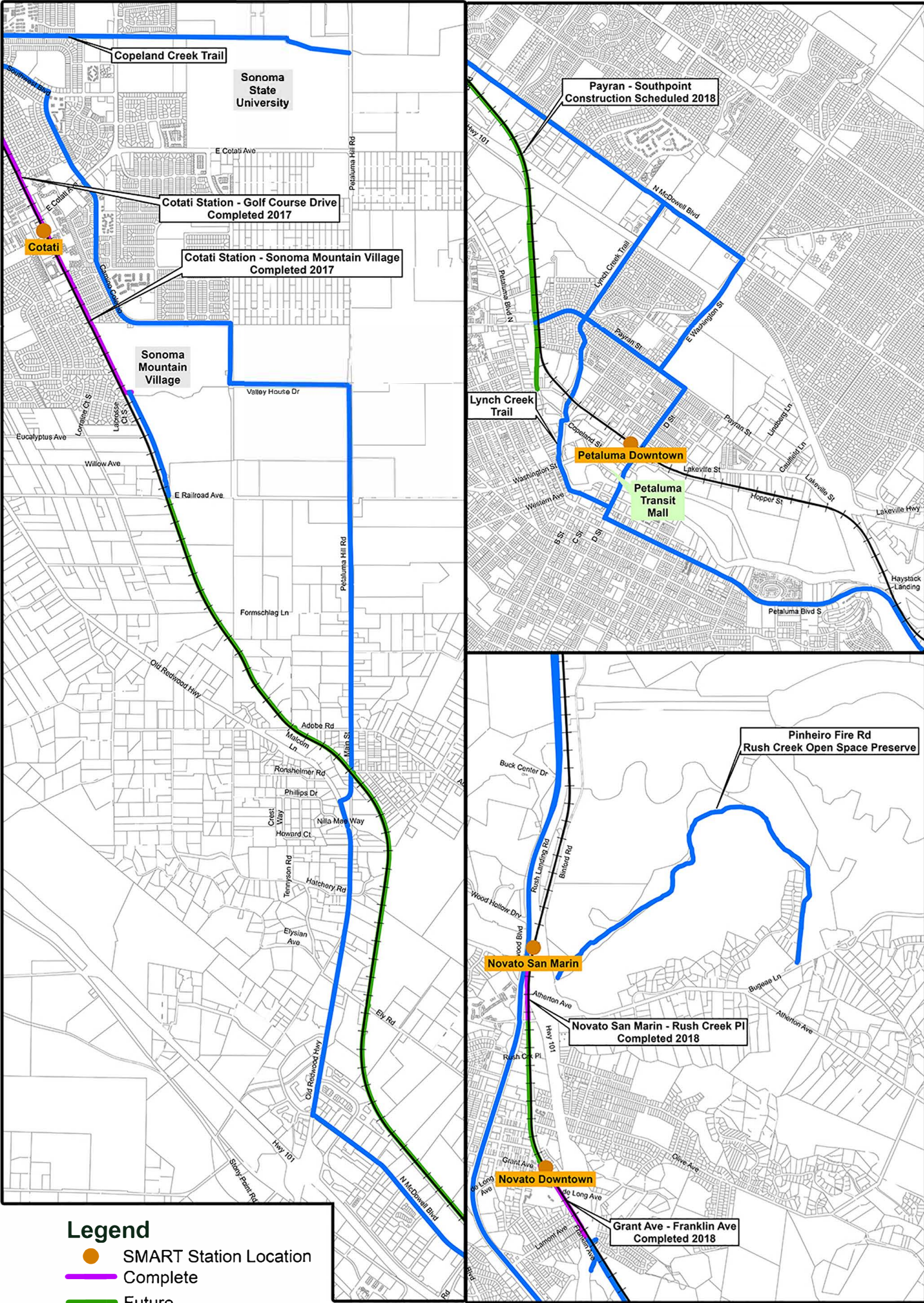
Attachment 1: SMART trail map

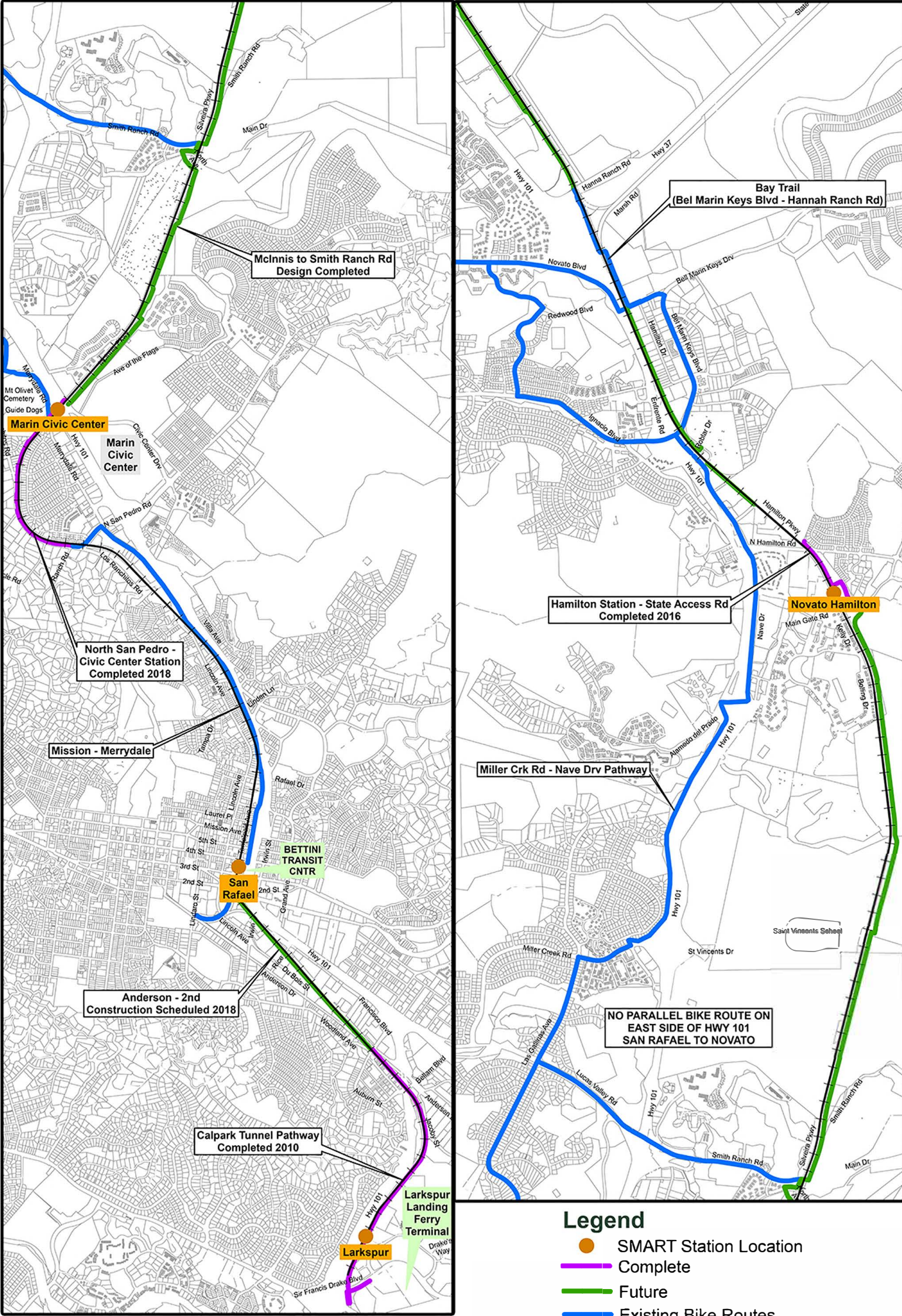
Attachment 2: SMART 2017 Annual Report

Legend

- SMART Station Location
- Complete
- Future
- Existing Bike Routes







Sonoma-Marín Area Rail Transit District

Annual Report 2017



5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

About Sonoma-Marin Area Rail Transit (SMART)

SMART is a transit district created by the State of California in 2002 to oversee the development, implementation and operation of a passenger rail system in Marin and Sonoma counties.

SMART is currently implementing a passenger rail and bicycle-pedestrian pathway project funded by Measure Q, a one-quarter cent sales tax approved by Sonoma and Marin voters in 2008. It will ultimately serve a 70-mile corridor from Larkspur to Cloverdale, with a first phase from Downtown San Rafael to Sonoma County Airport Boulevard starting in 2017.

For more information about SMART and its projects and programs, please visit www.sonomamarintrain.org.

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Erin McGrath
Chief Financial Officer

Table of Contents

Message From The Chair, Board of Directors 1

Passenger Rail Service..... 2

Operations 5

Safety and Security 9

Capital Projects 10

Community Outreach..... 14

Financial Information 17

Message From The Chair, Board of Directors

On behalf of the SMART Board of Directors, I am pleased to present the 2017 Annual Report, providing the public information about the voter-funded Sonoma-Marin Area Rail Transit District and our activities in the past year. Although SMART provides numerous reports to the public such as an audited Comprehensive Annual Financial Report, monthly management and budget reports as part of our regular Board meetings, this Annual Report is designed to encompass information from each of those reports.

The year 2017 was a major benchmark year for the District and the voters who approved the SMART transit system, as we celebrated the opening day of regular passenger rail service in our area for the first time since 1958. The year contained incredible celebration as well as challenging floods, the tragedy of the wildfires, and the promise of a stronger future for the region. Through it all we are proud that our dedicated staff worked tirelessly to provide the best possible service to our new customers.

On behalf of SMART, I'd like to welcome the people of Sonoma and Marin to join us for a train ride on our new, modern reliable transit system. SMART is now providing a 21st century transportation system that will only continue to grow and improve. We look forward to continued progress on the SMART rail and pathway project and the continued excellent service provided to the riding public.

Sincerely,



Debora Fudge, Chair
Board of Directors



Passenger Rail Service

In 2017, SMART began regular passenger service on its 43-mile Initial Operating Segment, between the Sonoma County Airport in Santa Rosa and Downtown San Rafael. The first public Preview Ride kicked off in June, opening with capacity crowds for all rides from morning to evening. The excitement continued, with high ridership for the July 1 and July 4 rides in conjunction with the Marin County Fair, and for preview rides through July. Finally, on August 25, 2017 SMART's grand opening celebration kicked off regular commute service for our customers between Sonoma and Marin Counties.

More than 500 guests attended the event held in historic Railroad Square at SMART's downtown Santa Rosa station, including federal, state, and local officials. With free and discounted rides to kick off the effort, SMART's first-class rail system was launched, complete with the latest advances in train protection technology designed to keep SMART passengers safe, all while enjoying a comfortable ride with Wi-Fi and other amenities along the 43-mile system.



Shortly after launching, however, beginning on October 9, 2017, Sonoma County, along with our neighbors in Napa and Mendocino Counties, experienced a collection of the most devastating wildfires in recent history. In spite of fire along our tracks in the Coffey Park area, no access to our Rail Operations Center, and no electricity



at maintenance facilities, two stations, and multiple grade crossings, SMART was able resume limited passenger service that afternoon. SMART continued to offer the community free service for the next two weeks in order to provide vital transportation to areas that were not easily assessable by car and to provide a transportation option for evacuees. We are grateful that we were able to offer a community resource at a time when all of the North Bay's resources were overwhelmed by need.

RIDERSHIP AND FARE PROGRAMS

SMART launched its service in August with a 50% discount on all fares through Labor Day, with full fare passenger service beginning on September 5, 2017 with customers able to use either the Clipper system or

E&D TAC June 12 2018 - Item 15 Attachment 2

SMART's own e-ticket mobile application.

During the early preview rides and in our beginning months of service, our train crews and part-time Ambassadors staff assisted the public in their use of SMART's Clipper vending machines, familiarity with the station platforms, and learning how to tag on and off on the Clipper card readers when boarding and exiting the train. Assisting riders with bicycles and those with wheelchairs was also a main focus of our staff.

In 2017, SMART carried a total of 252,295 passengers, with a daily average of 2,191 on weekdays and 1,393 on weekends. This was a strong start for the new system and ridership will continue to grow and develop. Staff will continue to review ridership trends into 2018 and study changes that could be made to the schedule to grow our customer base, including adding a third train car to popular morning and afternoon routes, which began at the

end of 2017. Within limited resources, SMART staff will also continue to investigate ways to minimize the schedule gaps in the afternoon and adding trips on the weekend.



SMART offered several beneficial features to the public through the Clipper fare collection system. First, the Clipper card can be used on any of the region's 22 transit systems and accounts can be set up to automatically reload value onto the card so a passenger will always have sufficient funds for their trip. Second, SMART offers substantial transfer credit discounts to riders connecting between SMART and any of the five bus/ferry transit operators in the service area when using a Clipper card. Finally, SMART offers three different Clipper fare products in 2017, in addition to regular and discount fares for Seniors, Youth and Passengers with Disabilities, passengers can also purchase an all-access 31-Day Pass, and an employer-based Eco-Pass with additional discounts. In addition, SMART offered a

new mobile ticketing option to allow passengers who may not have Clipper cards, including tourists and infrequent users, to purchase one-way and round-trip tickets on their mobile devices.

In its first four months of revenue service, SMART sold 2,371 of the 31-Day Pass, 450 Eco-Passes, and earned \$1.38 million in fare revenue. The most popular fare option among SMART passengers is the single trip using Clipper Card eCash, at 62% of all revenue earned. This is followed by the 31-Day Pass, at 17%, the Mobile App, at 16%, and the Eco-Pass, at 5%. The chart below illustrates amounts received for each.

	Regular Fares	31-Day Pass	Mobile App	Eco-Pass	Total
Fare Revenue	\$859,291	\$234,713	\$222,963	\$66,780	\$1,383,748

This year SMART enjoyed continued support from the business community in Marin and Sonoma counties. Over 70 employers reached out to SMART for information on how to obtain discounted passes and provide commuter benefits to their employees. Many businesses started their own commuter benefit programs to



allow employees to use pre-tax dollars to purchase SMART fares, some employers subsidized fare costs and provided free shuttles, and others managed Eco-Pass programs for their employees and associates.



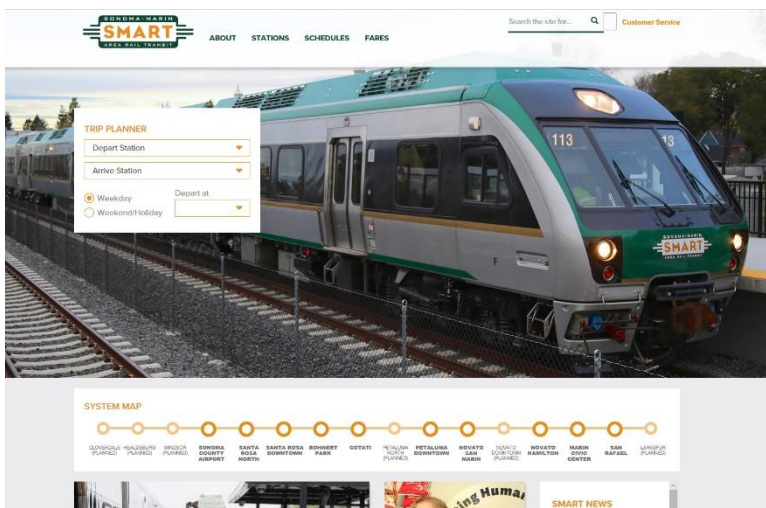
FIRE RELIEF EFFORTS

In the weeks following the fires, SMART developed two special relief programs to further assist businesses and individuals impacted by the wildfires. The first was the SMART Business Relief Pass, in which SMART partnered with the Santa Rosa Metro Chamber of Commerce to offer free one-way train passes for every \$25 spent at businesses in the greater Santa Rosa area during the weekends of November 25th and 26th and December 2nd and 3rd. SMART distributed 5,000 free one-way passes, which were good through December 31, 2017.

The second program was the Individual Relief pass, which was offered to individuals who lost their home, rental unit, or place of employment due to the Sonoma County wildfires. SMART distributed roughly 3,000 of these passes, which provided free, unlimited service on SMART through December 31, 2017.

PASSENGER INFORMATION

In 2017 SMART launched a new customer-focused website that is user-friendly for riders. Passengers can easily click to find fare, station, or other useful information for riding the train.



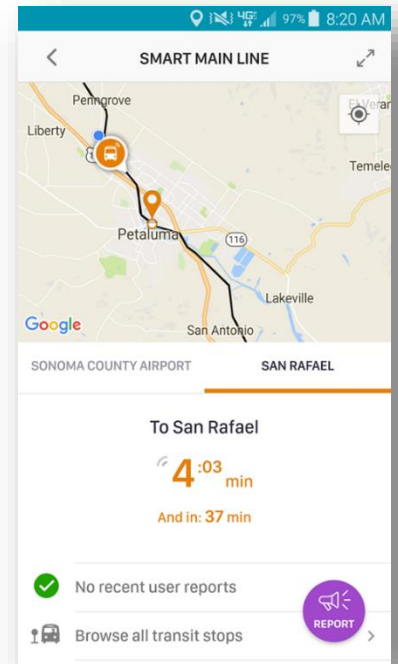
SMART's new website has established itself as the main source for accurate and timely SMART-related information. In its first six months, the website received 243,714 unique hits and 504,891 user sessions.

At our headquarters in Petaluma, we opened a fully-functional customer service counter, where passengers could come to purchase all types of Clipper cards as well as apply for discounted cards not available at our platforms.

SMART also partnered with the Golden Gate Bridge, Highway and Transportation District to provide fully functional customer service through its facility next to the Downtown San Rafael Station. This provides a full slate of customer service needs including: responding to customer service calls, providing information fares, schedules, and connections to other public transit providers, fielding email and voicemail customer service inquiries, lost and found services, and selling and issuing Clipper Cards, including discount cards for seniors, youth, and passengers with disabilities. The customer service center operates Monday through Friday from 7 a.m. to 6 p.m. and is staffed by a customer service supervisor.

Shortly after beginning service, SMART launched its train arrival information in a mobile Application known as Swiftly. Swiftly produces a smart phone application or “app” that SMART riders can download in order to obtain real-time arrival information. Swiftly will also provide schedule information to the regional information network 511.org, as well as Google and other transit app developers who may provide other ways to use this information. This gives riders the ability to access this information through multiple media depending on user preference.

SMART also has been working with our local transit operators and local jurisdictions to gather information regarding locations of transit routes, transit stops, schedule and fare information, bicycle infrastructure, and points of interest in proximity to each station. This information will be utilized to develop wayfinding signage for display at each station. Funding is not currently identified to implement this project and staff is currently working to develop cost estimates for signage and will partner with the Metropolitan Transportation Commission to fund a portion of the wayfinding project.



Operations

STATION, RAIL AND SIGNAL READINESS

With the start of service approaching in mid-2017, significant efforts were made to put the finishing touches on SMART Facilities used by the public. SMART’s maintenance employees installed over 150 signs at our stations and parking lots in preparation for the start of Revenue Service. Parking signs and stall numbering for the Park Mobile program was procured and managed along with additional pavement and curb markings for traffic control. SMART staff installed 24 recycling receptacles at all stations. SMART operations staff managed the procurement and installation of anti-graffiti/etching film on all shelter glass at the stations. SMART’s facilities staff designed and fabricated custom mounting brackets for the Emergency Telephones and installed them at each station platform. In addition, our staff began first line maintenance and troubleshooting of the new Clipper card vending machines, card validators, and electronic bike lockers. Station preparation, cleanliness, and attention to detail is an ongoing a number-one priority for SMART’s maintenance staff.



Similarly, maintaining the condition of the rails and signals is critical to keeping trains on schedule. SMART performed required tests with two types of specialized rail vehicles prior to start of Revenue Service in 2017.



The first involved a rail flaw detector vehicle which performed a test for internal rail defects. That vehicle uses ultrasound at various angles in the rail head to search for anomalies in the rail steel. The second specialized vehicle checks various geometry conditions of the track and compares them to FRA minimum criteria based on allowable train speeds. The major geometry conditions measured are gage, cross-level, rail profile, rail cant, alignment, and curve elevation.

With the amount of highly sophisticated systems and equipment used in today's railroads, training in a variety of disciplines is necessary and ongoing. This includes signal training school in Missouri, trainings in Roadway Worker Protection, Track Inspection and Maintenance, Control Line Plan reading, Crossing Approach Plan analysis, and FRA Hours of Service. SMART staff attended training sessions in each of these critical knowledge areas during 2017.

There are also parts of SMART's new 43-mile commute corridor that now require constant monitoring and attention to keep clean and safe from trespassing. With the cooperation and participation of local jurisdictions, law enforcement and social services along the right-of-way, SMART staff removed and cleaned up major homeless camps at three locations in Petaluma, and at other locations in Santa Rosa and San Rafael. One example of that would be SMART facilitating and funding the removal of two semi-truck trailers in Novato that had been abandoned on railroad property for decades.

After four years of drought, heavy rains in late 2016 and early 2017 saturated the soils, causing landslides and localized erosion. SMART engineering staff oversaw emergency clean-up and additional preventative maintenance work addressing the resulting loose and unstable soil near the Puerto Suello Tunnel in Marin. Completion of the work in Spring of 2017 meant system testing could resume and improved safety and reliability of that section of track going forward.



Finally, the importance of managing permitted access to SMART tracks becomes a vital function now that trains are operating daily. In 2017, staff worked with and oversaw access across the tracks for a number of special events, including the Windsor Day Parade, the Ironman tournament in Santa Rosa and the Kaiser Wellness Run in Novato. Close coordination allowing access to SMART right-of-way by PG&E, Comcast, local Cities and Counties whose infrastructure cross our property was also a major focus.

RAIL VEHICLE MAINTENANCE



In order to provide the riding public a safe and pleasurable commuting experience, SMART employees worked alongside the vehicle manufacturer and parts suppliers following the launch of passenger service to replace warranty items and to become experts at our brand-new vehicle systems and equipment. Because on-time performance for the rail system relies so heavily on having vehicles in good working order, maintenance is not just important, it is a critical link for the system. Ongoing preventative maintenance is aided by the implementation of an industry gold-standard Maintenance Management Information System that schedules inspections cycles, tracks parts usage, labor costs, vehicle service hours and mileage, and allows for better fleet management in accordance with transit industry State of Good Repair best practices.

As with the normal wear and tear of any equipment, SMART's rail wheels are no exception. At different intervals, all 56 train axles were removed and sent to Utah to be reshaped to specification through an agreement made with the Utah Transit Authority (UTA). Using their Wheel Truing Machine, our

wheels were conditioned to provide a smooth, quality ride.

As promised, a significant investment in Wi-Fi was completed in 2017 so riders can stay connected and conduct business on their way to and from work. Restrooms, a first for commuter trains in the area, are a popular amenity in the trains. Sanitary hand dryers were installed for convenience and to help reduce waste. To allow for better visibility, the "bathroom occupied" light was relocated to a lower position near the unlock button. Other modifications were made inside the cars to include relocating the ADA areas to provide a more comfortable space with easier access. Several modifications were made to the service bar to accommodate the service vendor. Our riders may now enjoy a hot cup of coffee on those cold early mornings and relax with a cocktail after a long day at the office. Several signs were applied to both the interior and exterior of the trains to provide riders with information and instructions related to SMART service.



MOVEMENT OF TRAINS AND PASSENGERS

In advance of the start of passenger service, one of the new responsibilities of the District was managing higher levels of multiple train movements through a newly signalized system. This involved dispatching up to



4 trainsets per day testing SMART's Enhanced Automatic Train Control /Centralized Traffic Control (E-ATC/CTC) system. Crew training was required to meet federal certification standards and to ensure crews were properly trained on train handling, route familiarization, and emergency procedures. After extensive work developing proposed service schedules, SMART implemented time-trial testing for the proposed weekday and weekend schedules. This period of simulated service allowed staff sufficient time to train all train crews and supervisors on train operation,

schedule adherence, service disruptions, and service recovery techniques. Emergency drills, both internally and with other agencies, were conducted to allow SMART staff and first responders opportunity develop strategies and practice techniques unique to rail service.

STAFFING CHALLENGES

One of the greatest challenges the District faces is attracting and retaining experienced rail staff to a new, growing agency in one of the most expensive housing markets in the county. Several efforts during the year to address this problem included Board approval of pay rate increase for disciplines that were the most difficult positions to fill as well as approval of SMART's first-ever union contracts which included increases and other issues important to our staff. This allowed the District to fill a sufficient number of Engineer/Conductor positions for service start up and most of the open positions in Maintenance of Way and Vehicle Maintenance. With positions filled, Operations was able to complete the necessary training required to certify staff and begin testing systems both on the train and wayside. This involved a significant investment in man-hours performing systems integration testing to ensure the system is safe and working as intended.



Teams of SMART staff and technical systems providers worked together to methodically work through any startup issues that arose to ensure the safe, reliable operation of the system.

Safety and Security

The safety and security of the public, our staff and the significant transit infrastructure continued as a significant focus in 2017. The addition of thousands of passengers to our responsibilities meant careful attention to not only overall safety, but code compliance, parking and train fare enforcement, and monitoring the safety of the entire rail corridor.

Illegal obstructions to the train right of way are an ongoing and increasing concern. SMART's new code compliance staff frequently respond to garbage in the right-of-way, cars parked or obstructing crossing gate movement and other trespassing issues. In 2017, SMART increased its safety and security practice exercises in preparation for passenger services. SMART hosted many first responder agencies at our newly fully functioning Rail Operations Center in 2017 for familiarization with the system and our operations. In

addition, police, fire, EMS and Urban Search and Rescue held a training exercise in San Rafael at the Civic Center platform. SMART partnered with San Rafael Police Department to conduct a training exercise simulating a vehicle strike. San Rafael Police, Marin County Sheriff, Santa Rosa Police all participated in the training. San Rafael Police Crime Scene Investigations Unit and Traffic Unit utilized specialized tools to diagram the mock collisions scene.



The largest security training exercise SMART has hosted to date also took place in 2017. The Transportation Security Administration's (TSA) Intermodal Security Training and Exercise Program (I-STEP) provides exercise, training, and security planning tools and services to the transportation community. TSA's I-STEP teamed with SMART to discuss operational plans and roles and responsibilities in response to a security incident. The exercise scenario was an improvised explosive device (IED) threat, explosion, and manhunt surrounding an urban rail station. Over 60 participants from the local, federal and state law enforcement as well as city, county, transit and other agencies joined in this important exercise. It was a successful training in operational coordination, planning, and intelligence and information sharing within the transit and public safety community in the North San Francisco Bay Area.



The second large scale training exercise was held in Marin County and included staff from the County's fire, police, EMS agencies who trained participants on their mass causality plan. The field exercise included helicopter response, fire, EMS and included the use simulated role playing.

In 2017 the District also activated and utilized its safety surveillance system which was funded in part by federal homeland security grants. It has proven effective in assisting with investigations internally and outside agencies. Most notably, SMART was able to assist Petaluma Police Department with a credit card fraud case capturing video of the suspect using a stolen credit card at one of SMART's Clipper machines.

In 2017 SMART continued its ongoing presence at several regional safety and law enforcement meetings throughout Marin and Sonoma. These meetings include; Sonoma County Emergency Disaster Council, Sonoma County Police Chiefs Association, Marin County Police Chiefs Association, Homeless Outreach Services Team, FBI Rail Liaison and Transportation Security Administration Mass Transit Stakeholders. At each of these meetings SMART prepares updates to share with our community partners.

Capital Projects

Phase 1 Project Completion: Systems, Stations, Vehicles and Pathway

The final piece of SMART's infrastructure to be completed as the District entered 2017 is the high-speed train control and grade crossing test program. In 2017 testing focused on the implementation of Positive Train Control, the completion of which makes SMART among the first commuter rail systems in the nation with this safety enhancement.

Throughout the 43-mile-long alignment, SMART's grade crossings, stations, and Positive Train Control system were tested under thousands of different scenarios to demonstrate proper operation functions using SMART's trains.

Each grade crossing warning system on SMART's track was tested in both northbound and southbound directions though every possible route, with a SMART train operating at Maximum Authorized Speed to prove proper operation. Teams of flaggers provided warning to the public, while signal technicians monitored and documented the proper operation and timing of the lights, gates and bells at each crossing. In total, more than 800 individual test train movements were made to demonstrate proper operation of the grade crossing warning systems. SMART's enforced station stops, where a train approaching a station platform is required to stop by the train control system, were exhaustively tested. The hardware and software used to enforce each stop was refined to provide for safe, efficient station stops using both two and three car trains.





The Positive Train Control test program was conducted with the approval and under the oversight of the Federal Railroad Administration. This test program featured thousands of individual tests involving carefully monitored movements of SMART's test trains, during which the speed enforcement functions of the Positive Train Control system were demonstrated to provide safe operation of SMART's trains.

Following the completion of testing, the Federal Railroad Administration granted SMART approval to begin carrying passengers using SMART's full-service schedule with Positive Train Control under Revenue Service Demonstration in August of 2017. By reaching this milestone, SMART

became the first commuter railroad in the United States to open with Enhanced Automatic Train Control as its Positive Train Control system.

INCREASED AUTO AND BICYCLE PARKING

Originally, SMART could only fund the construction of four auto parking lots adjacent to rail Stations. Toward the close of the project, the Board approved allocating funding from SMART's reserves to complete two additional auto parking lots at the Downtown Petaluma and Airport Boulevard stations in the first part of 2017. These two parking lots were constructed primarily with a gravel surface instead of asphalt due to budgetary considerations. These facilities include lighting and paved ADA parking. At the Airport station lot, SMART partnered with Sonoma County Transit to construct a bus turn out along Airport Boulevard at the SMART station for seamless transit connections.



The SMART project was originally planned to provide only racks for bicycle parking at stations. Following the completion of a comprehensive bike parking study, the SMART Board dedicated funding from SMART's reserves to procure and install multi-user electronic bicycle lockers using the regional provider BikeLink at each of the SMART station. These lockers provide an additional level of security for bicycles and are integrated with lockers used throughout the Bay Area, such as throughout the BART system. The bicycle parking was installed at SMART stations prior to the start of passenger service and includes 90 standard metal bicycle racks and 68 secure electronic bicycle lockers.



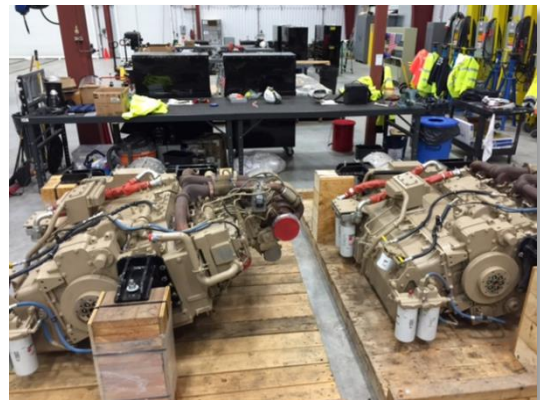
DOWNTOWN NOVATO STATION PROJECT

At the request of, and funded by, the City of Novato, in 2017 SMART completed construction of the preliminary elements of a new Novato downtown station while finishing SMART's Phase 1 project. The preliminary elements consist of the concrete platform and trackwork. Additional work will need to be completed to make a fully functional rail station that can be made operational within the SMART system. The next phase of work would include installation of station platform amenities – shelter(s), a Clipper card vending machine, benches, railings, etc. – and integrating the station into the SMART train control network. This second phase of the Downtown Novato Station Project will be constructed once Novato has identified the needed funding.



PASSENGER RAIL CAR PROJECTS

One of the challenges to opening day was the activation of SMART's new, state of the art rail cars. Late in 2016 SMART discovered a potential design flaw in the train engines. Following that discovery, SMART worked with the railcar builder, Sumitomo Corporation of America, to design and approve a solution, which required a part in each engine to be replaced. The replacement work began in December of 2016 and was completed in the early spring of 2017. This work was necessary to ensure that the cars and the signal system would function in tandem for a reliable and safe transit system that will serve the community for decades to come.



On March 31, 2017, SMART conditionally accepted its current fleet of 14 Diesel Multi Unit's (DMU's) after a campaign by Cummins Inc. to replace all faulty crankshafts. The fleet played an integral part in commissioning and testing SMART's Positive Train Control & Signal system prior to revenue service commencement in August of 2017. By the end of 2017 SMART had run roughly 60,000 miles on each of the 14 DMU's through testing



and revenue service. On August 4, 2017, four more DMU's began to be fabricated in Japan at Nippon Sharyo Ltd. with an expected delivery date to SMART late 2018. Since the beginning of the manufacture of these four new rail cars, SMART has sent inspectors to Nippon Sharyo's facilities regularly monitoring progress and ensuring quality of construction.

BICYCLE & PEDESTRIAN PATHWAY

In addition to 12 segments and 10.8 miles of pathway completed through 2016 by SMART and our local partners, in 2017, SMART constructed five key segments of pathways predominantly focused upon station access. These segments were completed thanks to SMART Measure Q sales tax funds, State Enhanced Environmental Mitigation Program funds, Sonoma County Transportation Authority Measure M sales tax funds, and the Sonoma County Agriculture and Open Space District sales tax funded Matching Grant Program. The 2017 completed segments are:

- San Rafael: North San Pedro Road to the Civic Center SMART Train station
- Novato: Franklin pedestrian crossing (near Sutter Health) to Grant Street in downtown Novato (future Novato Station)
- Novato: Rush Creek Place to the North Novato SMART Train Station
- Rohnert Park: Sonoma Mountain Village to the Cotati SMART Train Station



- Southwest Santa Rosa: Hearn Avenue to Bellevue Avenue, with pathway connections to Downtown Santa Rosa SMART Station

In 2017 SMART also began and completed engineering work designing a new pathway planned for Petaluma between Payran Street and South Point Boulevard utilizing Measure M sales tax funds. This critical segment of the SMART Pathway crosses two

major barriers separating West and East Petaluma by going over the Petaluma River and under Highway 101. Construction of this segment is planned to start in the summer of 2018, pending allocation of Active Transportation Program grant funds by the California Transportation Commission. The construction of this segment is also funded with One Bay Area Grant funds, Sonoma County Agricultural and Open Space District funds, and SMART Measure Q funds.



PHASE 2 RAIL EXTENSION

Significant progress was made in 2017 on the SMART Larkspur Rail Extension Project, a 2.1-mile extension of the passenger rail system from downtown San Rafael to Larkspur. The project includes a new station in Larkspur, three bridges, an extension of the Positive Train Control signaling system, and modifications to the San Rafael Transit Center to accommodate the train. SMART has received Federal and regional funding commitments for the project. In 2017 SMART awarded a design-build contract for the final design, construction, testing and start-up of the extension. Design work progressed through the fourth quarter of 2017. Some advanced “in-water” construction work was conducted in the fall with the removal of old bridges and the installation of piles for new bridges and retaining structures. This was critical work in order to prepare for the bulk of the construction that is to occur in 2018. The majority of the physical construction is planned to be completed in 2018 with systems, train and signaling testing planned for the first half of 2019.

Service for the public is planned in the third quarter of 2019.



Community Outreach

The launch of SMART’s new passenger rail service required an extensive public awareness marketing program; an expanded rail safety program; the launch of a successful new customer-focused website; a growing social media reach; and connecting with the community through participation in more than 90 presentations and events.



MARKETING PUBLIC AWARENESS PROGRAM

In 2017, SMART’s developed significant new marketing programs in preparation for the start of service. That included creating high-quality branding materials, fact sheets and schedules in English and Spanish, and new advertising programs.

SMART launched a major media campaign to raise public awareness about the startup of service. That campaign included extensive media coverage as well as paid advertising to build awareness. SMART’s campaign, which included print, digital, radio, and outdoor advertising, was well received and

continues to garner excellent feedback. In tandem with that advertising awareness campaign, public preview rides were extremely popular with people eager to experience the SMART train and was met with great success. Trains were operating at capacity for all preview runs. Extensive media coverage added to the marketing mix to create the ideal backdrop for SMART's successful service launch.

Prior to the start of service, SMART began a revenue-generating program selling advertising space on trains and at station platforms. That program resulted in more than \$250,000 in sales in less than six months—a significant accomplishment particularly for a new service.



RAIL SAFETY EDUCATION PROGRAM

Safety is at the heart of all our public outreach presentations and events. Every member of SMART's Communications & Marketing team is certified by Operation Lifesaver, a national nonprofit railroad safety organization. In 2017 SMART continued to run safety ads regularly as part of the District's railroad safety program. The District also partners with schools in Marin and Sonoma counties to deliver presentations to thousands of students each year. Since ramping up its railroad safety education in 2016, SMART has reached more than 32,000 students. We continue to develop that program, with additional schools scheduled for presentations in 2018. In 2017, SMART expanded its railroad safety education program to include onboard canvassing, providing passengers with safety information while they are traveling on the train. SMART also added a series of monthly safety pop-up events at SMART stations to connect with youth and share lifesaving railroad safety information.



CONNECTING WITH THE COMMUNITY

SMART's outreach team continued its strong participation in community events and presentations in 2017, taking part in 91 events throughout Marin and Sonoma counties. In addition to SMART's Customer Service Center, SMART's internal team responded to 919 public inquiries.

HOLIDAY EXPRESS TOY DRIVE

Giving back to our community is part of our community outreach mission and the goal of the annual Holiday



Express Toy Drive. Each year, SMART partners with nonprofits and local businesses to collect hundreds of toys for children in need. In 2017, shortly after the Sonoma County wildfires, the need for toys during the holidays was greater than ever. Sonoma and Marin county residents came through— donating literally hundreds of toys and gift cards for children in need. Donations were distributed to SMART's nonprofit partners: Toys for Tots of Sonoma County; the Novato Human Needs Center; the Novato Youth Center; Community Action Partnership of Sonoma County; and Santa Rosa-based Social Advocates for Youth. Thanks to the generosity of our community, and the hard work of our SMART staff, hundreds of children were able to have a brighter holiday season.

SOCIAL MEDIA AND DIGITAL PROGRAMS

In addition to SMART's new customer-focused website mentioned earlier, SMART also has a dedicated rail safety website, www.BeTrackSMART.org that has safety tips, information on how to request school safety presentations, and safety materials that can be easily downloaded and shared.

SMART's digital and social media audiences continue to grow. In 2017 we added new social media platforms, and successfully launched Nixle text alerts to communicate service delays, emergencies, and other service-

related information in real-time. For 2017, SMART's digital reach grew on all platforms compared to the previous year: Facebook increased to 12,602 (up 29%); Twitter grew to 3,031 (up 49%); e-newsletter grew to 9,635 (up 9%).

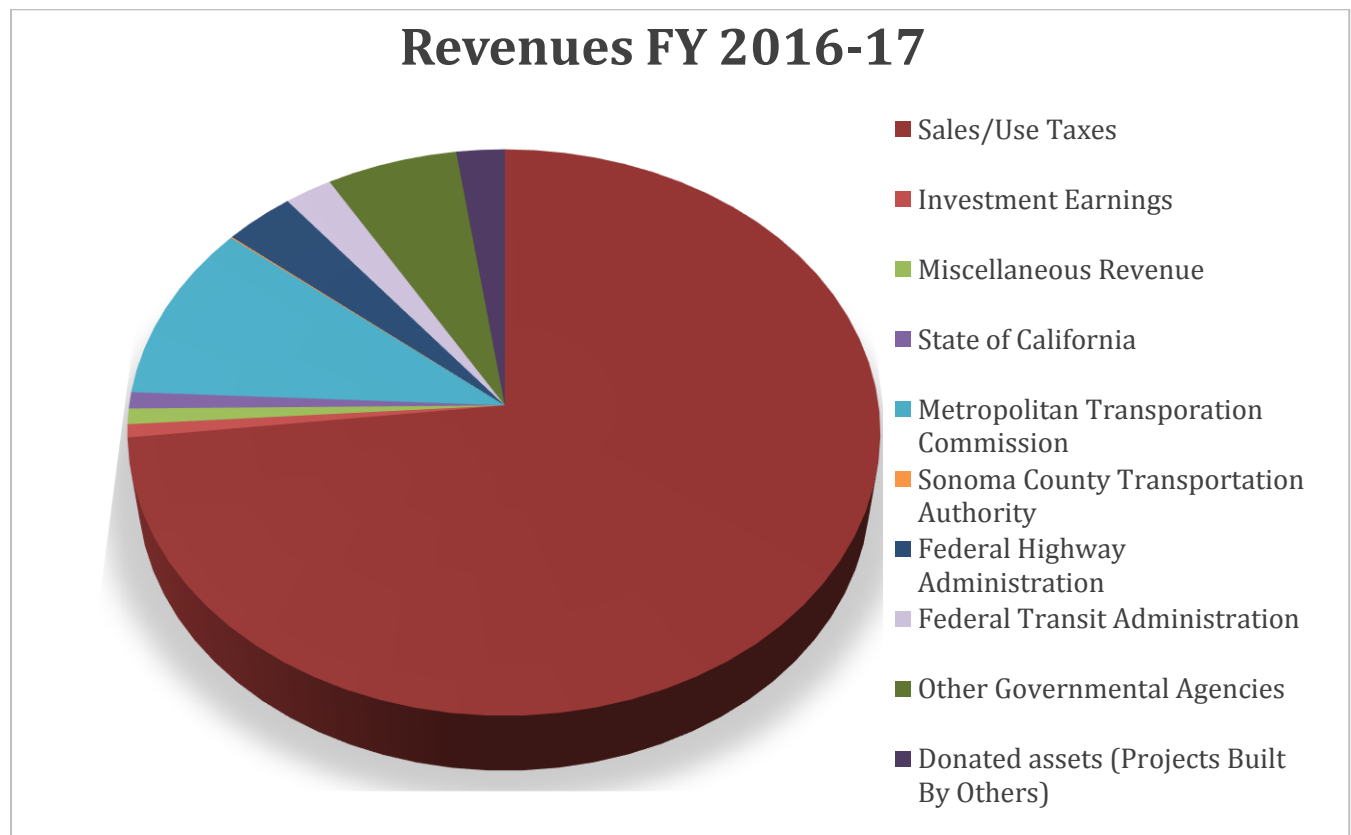
SMART's Facebook reach set a new record in 2017, with 104,227 reached on a single post. That post was the announcement of the date for SMART's start of service.



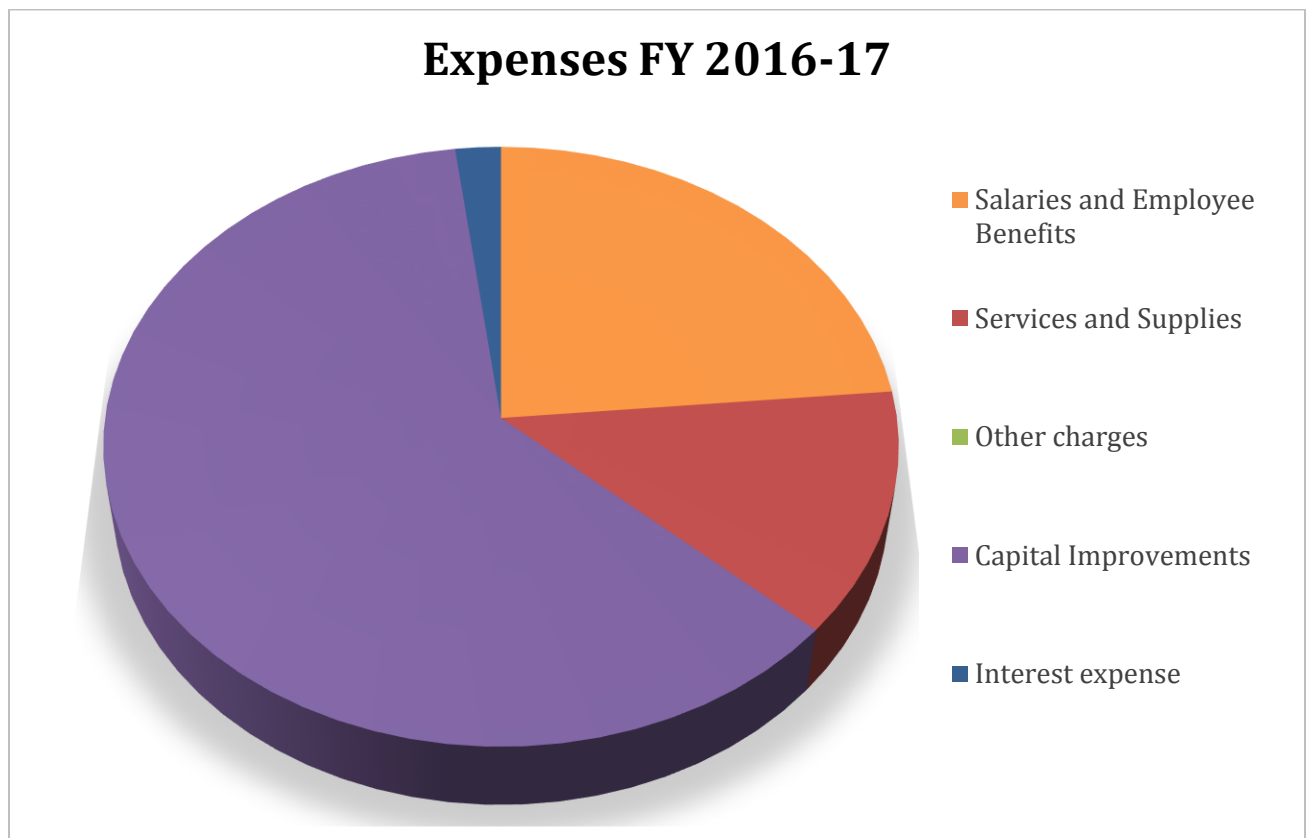
Financial Information

SMART produces a number of financial reports that are available to the public, including the Annual Budget, monthly Board reports and the audited Comprehensive Annual Financial Report. Financial information provided in this Annual Report is designed to provide the public with a general understanding of revenues and expenditures for the District in the last Fiscal Year which runs from July 1, 2016 to June 30, 2017. The presentation of these amounts differs from the 2017 Comprehensive Annual Financial Report in that they do not include calculations for depreciation and other non-cash adjustments that are necessary for presentation under Government Accounting Standards Board rules. Please refer to the District's Comprehensive Annual Financial Statements for those audited statements.

SMART's annual report revenues in Fiscal Year 2016-17 were \$49.9 million. Sales Tax revenues continued to grow at a moderate rate of 3.7%. Tax revenue for the year was \$36 million. Other revenue was primarily related to the completion of the Phase 1 capital project, including \$5 million from the Metropolitan Transportation Commission, and \$1.6 million from the Federal Highway Administration. An additional \$3 million from Other Governments paid for improvements such as the Downtown Novato station. Funding associated with the donated portion of the Joe Rodota trail improvements are included in SMART's financial information for the year.



At the end of the Fiscal Year, SMART had an unrestricted cash balance of \$57 million. SMART also held bond funds of \$21.8 million, which are made up of reserves controlled by SMART's bond trustee.



Expenses for Fiscal Year 2016-17, excluding depreciation and other financial adjustments, were \$57 million. Included in that total were \$13.5 million in non-capitalized salaries and benefits and \$7.5 million for services and supplies. The largest portion expenses were related to the building of the rail and pathway, known as Capital Improvements, which totaled \$35 million. Of that amount, over \$5.8 million were for track and infrastructure needed for the railway. Payments totaling \$10.9 million were made for acceptance of the first 14 rail cars and for design of an additional 4 new cars. \$3 million was invested in Phase 1 Stations, and \$4.5 million was paid for train control systems, including Positive Train Control. Construction expenses of \$3.8 million were incurred on SMART pathway projects in addition to \$1.1 million spent by Sonoma County on the Joe Rodota trail extension. Work on the Larkspur Extension was \$1.2 million.

AGENDA: June 12, 2018

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Grace Blakeslee, Transportation Planner
RE: North Coast Rail Trail – Schedule for Release of Draft EIR

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive an update on the North Coast Rail Trail Draft Impact Report.

BACKGROUND

The 7.5-mile North Coast Rail Trail project is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration's (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Yellowbank/Panther Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Yellowbank/Panther Beach to Davenport and parking lots in Davenport and at Yellowbank/Panther Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

DISCUSSION

Regional Transportation Commission (RTC) staff will provide information about the North Coast Rail Trail Draft Environmental Impact Report Schedule to the RTC at the June 14, 2018 meeting. The staff report prepared for the June 14, 2018 RTC is included as Attachment 1 for informational purposes.

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AGENDA: June 14, 2018

TO: Regional Transportation Commission

FROM: Cory Caletti and Grace Blakeslee, Senior Transportation Planners

RE: North Coast Rail Trail – Project Update and Schedule for Release of Draft Environmental Impact Report (EIR)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept an update on North Coast Rail Trail project implementation, and
 2. Accept anticipated schedule for release of Draft Environmental Impact Report (EIR) with a 45-day public review period and public meetings.
-

BACKGROUND

The 7.5-mile North Coast Rail Trail project (Project) is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration's (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Panther/Yellowbank Beach to Davenport and parking lots in Davenport and at Panther/Yellowbank Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

The RTC directed staff to engage an environmental consultant to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA), to evaluate Project impacts and inform decision-making. The RTC also directed that an economic analysis be conducted in parallel with the EIR. The Final EIR and an economic analysis, to be completed as part of the Unified Corridor Investment Study, are all scheduled to be brought before the Commission by the end of this calendar year. CFL has suspended design work and federal environmental clearance on the project until the RTC selects a preferred project through the EIR process.

DISCUSSION

Notice of Preparation

The North Coast Rail Trail EIR was formally initiated with release of the Notice of Preparation (NOP) on September 13, 2017, and its submission to the State Clearinghouse in compliance with CEQA for distribution to state agencies. Additionally, a copy of the NOP was sent to 183 federal, state, and local agency representatives; 145 members of various organizations; and 1,190 individual members of the public who have expressed interest in RTC projects in the past. The NOP was also posted on the RTC website. The 30-day NOP review period was from September 13, 2017 to October 16, 2017.

Public scoping meetings were held on September 27, 2017 at Pacific Elementary School in Davenport, and September 28, 2017, at the Santa Cruz Police Station Community Room in Santa Cruz. Approximately 85 people attended the scoping meetings, based on sign-in sheets provided at the meetings. The scoping meetings provided another opportunity for attendees to comment on environmental issues of concern and the alternatives that should be discussed in the EIR.

In response to the NOP and public scoping meeting, the RTC received written comments from nine agencies and 132 members of organizations and the public. Comments received included requests for evaluation of a "third" alternative (Farmers' Alternative) that would remove the rail and locate the trail on top of the tracks north of Scaroni Road, and would locate the trail along Highway 1 (instead of the rail corridor) south of Scaroni Road before returning to the rail corridor just north of Wilder Ranch. This alternative was requested by farmers, their legal representative, as well as other members of the community. Subsequently, RTC staff notified the farmers' legal representative that this additional proposed alternative would be included among the alternatives considered, and it is being evaluated in the EIR in accordance with CEQA requirements for an alternatives analysis. Additionally, the EIR is evaluating a "trail only" alternative as described in the NOP, an inland side alternative as previously considered by RTC, and the no-project alternative as required by CEQA.

EIR Scope and Content

The scope and content of the EIR is guided by the requirements set forth in the *CEQA Guidelines* and input gathered during the NOP and scoping process identified above. Although the EIR will not be formally "tiering" from the Monterey Bay Scenic Sanctuary Trail (MBSST) Network Master Plan EIR, it will make use of relevant information contained in the Master Plan EIR, including applicable mitigation measures.

This EIR will identify potentially significant environmental impacts, including project-specific and cumulative effects of the project. In addition, the EIR will identify potentially feasible mitigation measures, where possible, that would avoid, minimize, or reduce significant adverse environmental effects.

The North Coast Rail Trail environmental review includes an analysis of the Proposed Project and Project alternatives, as described below. Note that some details may be further refined as we complete the Draft EIR for publication.

Proposed Project The multi-use trail would be located on the coastal side of the existing railroad tracks, except for a short portion on the south end where the trail would utilize the existing sidetracks and Wilder Ranch maintenance road. The Project would also include parking improvements with trail connections at three locations along the alignment, including Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach.

The typical trail cross section would be 20 feet wide, including: 12-foot-wide paved path with striping to separate northbound and southbound, 6-foot-wide unpaved shoulder on the coastal side of the paved path, and 2-foot-wide unpaved shoulder on the inland side of the paved path.

The Proposed Project does not include rail service or improvements to the railroad tracks, but does include retention of the tracks for consistency with the policies set forth in the adopted MBSST Network Master Plan, including Policy 1.2.4, *"Develop trails in such a way so that future rail transit services along the corridor are not precluded"*, as well as other RTC agreements and contractual obligations.

Alternative 1: Trail Only - The railroad tracks and ties would be removed, and the multi-use trail would be located on the rail bed. At the southern end, this alternative may include a spur route from the trail to the Wilder Ranch parking lot and Wilder Ranch. This alternative includes the same parking improvements and access paths to the trail, as the Proposed Project.

The typical trail cross section would be 14-feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side of the paved path, and no shoulder on the inland side of the paved path. The typical section is narrower than the Proposed Project to remain predominantly on the existing rail bed, which would reduce some environmental impacts, and entirely within the current right-of-way limits. This alternative is analyzed at a level of detail equal to that of the Proposed Project.

Alternative 2: Inland Side - The trail would be located on the inland side of the tracks in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Davenport to Scaroni Road, would be on the coastal side of the tracks along the same alignment as the Proposed Project. The trail would not be located on the inland side in the northern portion because it would require a large amount of earthwork and retaining walls to provide adequate trail width, which would increase environmental impacts. This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.

E&D TAC June 12 2018 - Item 16 Attachment 1

MBSST/North Coast Rail Trail

The typical trail cross section would be 20-feet wide, including: 12-foot wide paved path, 6-foot-wide unpaved shoulder on the coastal side, and 2-foot wide unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

Alternative 3: Farmers' Alternative - The trail would be located outside the rail corridor and along the coastal side of Highway 1 in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Scaroni Road to Davenport, would be within the rail corridor on the rail bed (tracks removed) along the same alignment as Alternative 1 (Trail Only). This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.

The typical cross section in the northern portion would be same as Alternative 1 (Trail Only). The typical cross section in the southern portion would be approximately 16 feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side, and 2-foot-wide paved or unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

Alternative 4: No Project - The North Coast Rail Trail would not be constructed as planned along RTC's Santa Cruz Branch Line rail corridor between Davenport on the north and Wilder Ranch on the south. There would be no new trail and no parking improvements. The rail corridor would remain "as is", and the RTC would operate and maintain the rail corridor in accordance with current practice, policy and legal obligations. The No Project scenario does not include improvements to the tracks for use or removal of the tracks. Potential future use of the rail for freight or passenger service is not yet known and cannot be precluded, but is not part of the No Project alternative. The RTC is conducting the Unified Corridor Investment Study to determine transportation improvements along the community's north/south transportation corridors, including the rail corridor.

Schedule

RTC staff anticipates releasing the Draft EIR in late July for a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15 in Davenport and the City of Santa Cruz, respectively. RTC staff will send notices to those on the NOP distribution list and those who commented on the NOP, post information on the agency website and in local newspapers, and file notices with the County Clerk and State Clearinghouse as required by CEQA.

Following circulation of the Draft EIR, the environmental team will prepare a Final EIR. The Final EIR will include all comments received on the Draft EIR, responses to those comments, and necessary revisions to the Draft EIR. The Final EIR is

E&D TAC June 12 2018 - Item 16 Attachment 1

MBSST/North Coast Rail Trail

anticipated to be completed by the end of this calendar year. The length of time the RTC staff and its consultant team will require to prepare the Final EIR will in large part be a function of the volume and character of the comments received. It is possible that Final EIR preparation could take longer than currently anticipated.

The RTC will disclose the rationale for agency decision-making through the adoption of findings, addressing the disposition of all significant environmental effects identified in the EIR, and Statements of Overriding Consideration for those impacts determined to be significant and unavoidable.

Next Steps

In addition to preparing the EIR and completing the CEQA process, the following additional tasks and actions are required to move forward with the North Coast Rail Trail project: 1) right-of-way certification; 2) completion of project design; 3) federal environmental compliance; and 4) award of construction contract after completion of the bidding process. Funds must be obligated by 2020 in order for the project to continue to construction.

CFL will complete project design and federal environmental clearance once the RTC certifies the EIR and selects a preferred project. The RTC will continue right-of-way certification work and continue to seek grants to complete the funding package needed in order to construct the 2.1-mile section and parking lots, along with the 5.1 miles that are funded in full.

Summary of Anticipated Schedule

Late July	Release of DEIR
Late July to early September	45-day DEIR Public Review Period
August 14 th and 15 th , 2018	Public Meetings in Davenport and City of Santa Cruz
December, 2018	Completion and Certification of Final EIR (timing dependent on volume and character of comments received); Selection of Preferred Project
2018/2019	Right-of-way; Final Design; Securing Additional Funding; Federal Environmental Compliance; Bidding Process
2020	Award of Construction Contract; Construction

SUMMARY

The RTC is conducting an Environmental Impact Report (EIR) for a 7.5-mile rail trail project on the north coast. RTC staff anticipates releasing the Draft EIR for public review in late July with a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15, 2018 in Davenport and City of Santa Cruz. RTC staff will send out notifications, post information on the agency website and in local newspapers.