



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, September 11, 2018

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

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

1:42pm- CONSENT AGENDA

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

- 5. Approve Minutes from June 12, 2018 — pg. 4**
- 6. Receive Transportation Development Act Revenues Report — pg. 9**
- 7. Receive RTC Meeting Highlights — pg. 11**
- 8. Recommend that the Regional Transportation Commission approve appointments to E&D TAC Committee — pg. 13**
- 9. Receive Information Items — pg. 19**
 - a. Letter from E&D TAC to City of Watsonville regarding Vision Zero adoption, July 2, 2018 — pg. 19
 - b. Letter of support from E&D TAC to California DOT for Westside Safe Routes to School and Gap Closure Project, July 19, 2018 — pg. 20

- c. Letter of support from E&D TAC to California DOT for Santa Cruz Rail Trail Segment 8 and 9 Construction, July 19, 2018 — pg. 21
- d. City of Santa Cruz Transportation and Public Works Commission Vision Zero Traffic Safety Program — pg. 22

REGULAR AGENDA

10. 1:55 pm – Receive Program Updates — pg. 29

- a. Volunteer Center — FY 17/18 TDA 4th Quarter Report — pg. 29
- b. Community Bridges — FY 17/18 TDA 3rd Quarter Report — pg. 32
- c. Santa Cruz Metro — pg. 34
- d. SCCRTC

11. 2:00 pm - City of Capitola Park Avenue Improvement Project- TDA Claim — pg. 47

12. 2:20 pm — Sonoma — Marin Area Rail Transit — pg. 52

13. 2:35 pm — Highway 9 Complete Streets Plan Update — pg. 77

14. 2:55 pm — Senate Bill 1 - Transportation Funding Update — pg. 79

15. 3:05 pm — SB 1376 — pg. 86

16. 3:15 pm County of Santa Cruz Safe Routes to School Program- Final Report- Kira, Ecology Action of Pedestrian Safety Program — pg. 88

17. Pedestrian Safety Work Group Update

18. 3:30 pm — Adjourn

Next meeting: 1:30 pm, October 9, 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.

TILE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



**Santa Cruz County Regional Transportation Commission
Elderly & Disabled Transportation Advisory Committee**

(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

Tuesday, June 12, 2018

**Watsonville Community Room
275 Main Street Suite 400, Watsonville CA 95076**

1. Roll call

The meeting was called to order at 1:34 p.m.

Members present:

Pam Arnsberger, 2nd District
Lisa Berkowitz, CTSA
John Daugherty, Metro
Veronica Elsea, 3rd District
Tara Ireland, Social Service
Provider – Persons of Limited
Means
Clay Kempf, Social Service
Provider – Seniors
Caroline Lamb, Potential Transit
User

Alternates present:

Tom Duncanson, 2nd District

Excused absences:

Kirk Ance, CTSA – Lift Line
Dulce Lizarraga-Chagolla, Social
Services Provider – Seniors
Lori Welch-Bettencourt, 4th
District

Unexcused absences:

Jon Bailiff, Social Services
Provider – Disabled

RTC staff present:

Grace Blakeslee
Joanna Edmonds

Others present:

Debbie Benham
Jesus Bojorquez, CTSA
Jean DeLaTorre, Seniors
Commission
Lane Edwards, HSA/CTSC
Murray Fontes, City of
Watsonville
Theresa Rogerson, HSA/CTSC
Beth Stiles
Sean Vienna, AMBAG
Daniel Zaragoza, Metro

2. Introductions

3. Oral communications

John Daugherty shared information regarding quarterly changes to Metro service that are detailed in the new version of Metro's Headways publication.

Joanna Edmonds, Transportation Planning Technician, read an email from Henry "Reed" Searle regarding concerns about e-bikes on West Cliff path and pedestrian safety for seniors.

4. Additions or deletions to consent and regular agendas

None

CONSENT AGENDA

5. Approved minutes from April 10, 2018 as amended

Action: A motion was made (Berkowitz/Daugherty) to amend the minutes to state that the Pedestrian Safety Workgroup shared that there is a change in the outreach plan for the "What Pedestrians and Bicyclists Want Each Other To Know" brochure and they may be working with the Cruz511 program and other RTC programs to communicate the messages from the brochure to the public, to add Dulce Lizarraga-Chagolla as an excused absence, and approve the minutes as amended. The motion passed unanimously.

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Recommended that the Regional Transportation Commission approve appointments to the E&D TAC Committee

9. Received E&D TAC June 2018 Roster

10. Received Final Draft Community Bridges Lift Line and Regional Projects Measure D Five-Year Plans

11. Received Information Items

A motion (Lamb/Duncanson) was made to approve the consent agenda. The motion passed unanimously.

REGULAR AGENDA

12. Received Program Updates

- a. Volunteer Center – FY 17/18 TDA 3rd Quarter Report
- b. Community Bridges – FY 17/18 TDA 2nd Quarter Report
- c. Santa Cruz Metro

Clay Kempf, Committee Member, asked for Metro to provide an update regarding ParaCruz ridership and performance and asked questions about declining ridership. Daniel Zaragoza, Metro, provided information about increased on-time performance for ParaCruz rides over the last several months and indicated their goal is 90% for on-time rides. Committee members discussed how the shift in dialysis rides from Metro ParaCruz to other services affected overall ridership and other potential reasons for the decrease. Mr. Kemp suggested that the Committee discuss Metro ParaCruz ridership trends at a future meeting.

d. SCCRTC

Grace Blakeslee, Transportation Planner, announced that the Commission will be considering the 2040 Regional Transportation Plan for approval at their June 14th meeting. Ms. Blakeslee announced that information regarding the Highway 9 Corridor Transportation/Complete Streets Plan will be brought to the E&D TAC at its August 14th meeting.

No Action taken.

13. Santa Cruz Metropolitan Transit District Passenger Code of Conduct

Daniel Zaragoza, Metro, provided an overview of the Santa Cruz Metropolitan Transit District's (Metro) Passenger Code of Conduct for Fixed Route service and Paratransit (ParaCruz) service. Committee members discussed the rules outlined in the Passenger Code of Conduct, changes made in response to the feedback the Metro Advisory Committee provided to Metro, and methods to make the Passenger Code of Conduct readily available and accessible to all users such as including the Passenger Code of Conduct in the Metro Headways, mentioning the Passenger Code of Conduct on the Metro Customer Service line, and posting the Passenger Code of Conduct inside Metro buses.

No Action taken.

14. City of Watsonville Pedestrian and Bicycle Safety

Murray Fontes, City of Watsonville, provided an overview of the City of Watsonville's efforts to improve pedestrian and bicycle safety. Mr. Fontes summarized the City's current projects that address these improvements, including Complete Streets planning and Vision Zero adoption. Theresia Rogerson, Community Traffic Safety Coalition (CTSC)/Santa Cruz County Health Services Agency (HSA) provided an overview of the City of Watsonville's adoption of Vision Zero. Ms. Rogerson gave a summary of public outreach efforts and the process for creating a Vision Zero action plan. Committee members discussed the analysis of pedestrian collision data, locations for pedestrian safety improvements, educational strategies, and potential avenues for public outreach.

Action: A motion (Kempf/Lamb) was made to send a letter to the City of Watsonville (and copy the other local jurisdictions) commending them on becoming the first jurisdiction in the county to adopt Vision Zero, thanking them for their efforts to improve pedestrian and bicycle safety, and encouraging other jurisdictions to follow their example by also adopting Vision Zero. The motion passed unanimously.

15. Sonoma-Marin Area Rail Transit Educational Trip

Grace Blakeslee, Transportation Planner, provided a brief overview about an educational trip last month organized by the Santa Cruz Chamber of Commerce to the Sonoma-Marin Area Rail Transit (SMART) and gave an overview of SMART's history, locations, and fares. Ms. Blakeslee announced that George Dondero, RTC Executive Director, would like to attend the E&D TAC's August meeting to provide a more detailed report about the SMART train. Ms. Blakeslee commented that several seniors on the SMART train shared how it provides transportation to areas they could not easily access in the past. Veronica Elsea, E&D TAC Chair, shared that she knows several physical and occupational therapists who work in San Rafael and they have noticed an increase in senior patients who make it to their appointments regularly because they ride SMART train to appointments.

No Action taken.

16. North Coast Rail Trail – Project Update and Schedule for Release of Draft EIR

Grace Blakeslee, Transportation Planner, provided a project update about the Draft Environmental Impact Report (EIR) for the North Coast segment of the Rail Trail. Ms. Blakeslee gave an overview of funding sources for this segment and the EIR requirements. Ms. Blakeslee detailed the timeline for the release of the Draft EIR and the 45-day public comment period. Committee members discussed trail access from designated parking lots and requested that accessible way finding features be included.

No Action taken.

17. Pedestrian Safety Workgroup Update

Veronica Elsea, E&D TAC Chair, informed E&D TAC members that the Pedestrian Safety Workgroup met on May 24, 2018 and discussed Cruz511's outreach efforts which relate to pedestrian and bicycle safety as well as revisiting work done on Sidewalk Maintenance Standards and Construction Guidelines. Ms. Elsea mentioned the Workgroup wants to find ways to get the messaging in the "What Pedestrians and Bicyclists Want Each Other To Know" brochure out to the public via Cruz511 or other RTC programs. Committee members discussed pedestrian safety concerns on Mt. Hermon Road in Scotts Valley and the RTC's Pedestrian and Bicycle Hazard reporting system. Ms. Elsea announced that the next Pedestrian Safety Workgroup meeting will be on July 26th from 2 to 4 pm at the RTC offices and is open to the public.

No Action taken.

18. Adjourn

Meeting adjourned at approximately 3:41 p.m.

The next E&D TAC meeting is scheduled for Tuesday, August 14, 2018 at 1:30 p.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Joanna Edmonds, Staff

**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 | 777,152 | -37,185 | -4.57% | 104.50% |
| TOTAL | 9,101,315 | 9,186,458 | 9,599,733 | 413,275 | 4.50% | 104% |

Note:

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

E&D TAC September 11 2018 - Item 6

A CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION TDA REVENUE REPORT FY 2018-2019

| MONTH | FY17 - 18 ACTUAL REVENUE | FY18 - 19 ESTIMATE REVENUE | FY18 - 19 ACTUAL REVENUE | DIFFERENCE | DIFFERENCE AS % OF PROJECTION | CUMULATIVE % OF ACTUAL TO PROJECTION |
|-----------|--------------------------------|----------------------------------|--------------------------------|------------|-------------------------------------|---|
| JULY | 583,500 | 589,335 | 908,365 | 319,030 | 54.13% | 154.13% |
| AUGUST | 778,000 | 785,780 | | | | |
| SEPTEMBER | 1,146,538 | 1,158,003 | | | | |
| OCTOBER | 665,500 | 672,155 | | | | |
| NOVEMBER | 887,300 | 896,173 | | | | |
| DECEMBER | 959,017 | 968,607 | | | | |
| JANUARY | 655,100 | 661,651 | | | | |
| FEBRUARY | 873,500 | 882,235 | | | | |
| MARCH | 855,723 | 929,364 | | | | |
| APRIL | 564,300 | 638,787 | | | | |
| MAY | 854,103 | 851,681 | | | | |
| JUNE | 777,152 | 574,948 | | | | |
| TOTAL | 9,599,733 | 9,608,719 | 908,365 | 319,030 | 3.32% | 9% |

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*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) June 14, 2018 Special Meeting Highlights

PUBLIC HEARING: Adoption of Measure D Five-Year Programs of Projects for Regional Projects and Community Bridges/ Lift Line

Following consideration of public input, the RTC approved the five-year programs of projects for Measure D regional investment categories and projects, which include funds to accelerate development of auxiliary lanes and bicycle/pedestrian crossings on Highway 1; construction and maintenance of sections of the Monterey Bay Sanctuary Scenic Trail Network (MBSST)-Rail Trail in Santa Cruz, Live Oak, Capitola, Watsonville and the North Coast; rail corridor maintenance and analysis of uses, including options for the railroad trestle through Capitola Village; pathways along Highway 9 in San Lorenzo Valley; carpool, traveler assistance and safety programs; and a wildlife crossing on Highway 17. Planned uses of Measure D funds over the next 5 years are consistent with the voter-approved Ordinance and Expenditure Plan (www.sccrtc.org/move).

Santa Cruz Branch Rail Line Short Line Operator Agreement

The RTC approved the [Administration, Coordination and License Agreement](#) with Progressive Rail for rail operations on the Santa Cruz Branch Rail Line as negotiated over the past five months working with the RTC and its ad-hoc committee. The Executive Director was authorized to execute the two-phase agreement. The first phase of the agreement will allow Progressive Rail to provide freight service on the southern part of the rail line and ensure that the customers in the Watsonville area receive the service that they need. The second phase will be activated after the RTC completes the Unified Corridor Investment Study and makes its determination whether to retain or remove the track. If the RTC decides to retain the tracks then Progressive Rail would remain as the operator for a term of 10 years. If the RTC decides to remove the tracks beyond the southern part of the rail line, then Progressive Rail has the option to leave.

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

The RTC accepted an update on the North Coast Rail Trail project implementation and the anticipated schedule for release of Draft Environmental Impact Report (EIR) this summer with a 45-day public review period and public meetings.

Adoption of the 2040 Santa Cruz County Regional Transportation Plan

The RTC adopted the [2040 Santa Cruz County Regional Transportation Plan \(RTP\)](#), which identifies goals, funding projections, and transportation projects to be considered for implementation over the next 20+ years, following adoption of Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program as required by California Environmental Quality Act (CEQA) Guidelines.

**Santa Cruz County Regional Transportation Commission (RTC)
August 2, 2018 Meeting Highlights**

The Evolution of SMART

Guest Speaker: Farhad Mansourian, General Manager, Sonoma-Marín Area Rail Transit

Guest speakers Farhad Mansourian, General Manager of SMART, and Debora Fudge, Chair of the SMART Board of Directors and Mayor of the town of Windsor, California, gave a presentation and led a discussion on the evolution of the Sonoma-Marín Area Rail Transit (SMART) passenger rail service.

Implementing Trail and Transit Corridors: Creating Community Connections, not Conflicts Guest Speaker: Kurt Triplett, City Manager, City of Kirkland, Washington

Guest speaker Kurt Triplett, City Manager for the City of Kirkland, Washington, presented to the RTC an overview of the Cross Kirkland Corridor, and the city's vision of how trails and transit can create better transportation and connections in a community.

Recordings of both presentations will be posted on www.sccrtc.org

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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: Daniel L. Zaragoza

Home address: [REDACTED]

Mailing address (if different): 2880 Research Park Drive Suite 160 Soquel CA.
95073

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

E-mail: dzaragoza@scmtd.com

Length of residence in Santa Cruz County: 43 years

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

☐ _____ ☐ _____

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

None. _____

Relevant Work or Volunteer Experience

| Organization | Town or Address | Position | Dates |
|-------------------------------|----------------------------------|---|---------------------|
| Community Bridges Lifeline | 236 Santa Cruz Ave. Aptos, CA | Paratransit Driver | 2000- 2003 |
| Santa Cruz METRO | 110 Vernon St. Santa Cruz CA. | Paratransit Operator. Bus Operator. Asst. Paratransit Superintendent. Operations Mgr.: Paratransit Division. | 2004 to Present. |
| | | | |

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.

Signature

Date

How did you learn about this opportunity?

___ newspaper
___ radio
___ internet

___ flyer
___ friend/family member
X other

I am interested in becoming a member of the E&D TAC, this will allow me to of some assistance in addressing the transportation needs of our community, I believe that my years of experience in the Transit and Paratransit industry and working with the elderly and disabled community on a daily basis can be useful and will also allow me to learn some more of what the needs of people with disabilities are and how these needs can be met.

Thank you,

Daniel L. Zaragoza

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: Jesus Bojorquez

Home address: [REDACTED]

Mailing address (if different): Lift Line Office 521 Main St ste. H Watsonville CA
95076

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

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 3 years 3 months

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

☒ Alternate member for community Bridges Lift Line CTSA ☐

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

None

Relevant Work or Volunteer Experience

| Organization | Town or Address | Position | Dates |
|--|--|--------------------|---------|
| Community Bridges Lift Line Santa Cruz County CTSA | 521 Main Street Ste H Watsonville, CA 95076 | Operations Manager | 11/2017 |
| | | | |
| | | | |

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.


6/18/2018
 Signature Date

How did you learn about this opportunity?

☐ newspaper ☐ flyer
☐ radio ☐ friend/family member
☐ internet ☒ 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

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E&D TAC September 11 2018 - Item 8

Hello Grace

I will like to be part of this committee because I want to make a change and support for elderly and disable residents of Santa Cruz County. I had been working in the past 3.5 years at Community Bridges Lift Line Santa Cruz county CTSA agency my work give me the opportunity to help elderly and disable people with their medical transportation needs.

I had the opportunity of attending a couple meetings by the committee and it really fascinates me all the work and how this group makes valuable decisions that really make a positive change in so many Santa Cruz county residents. I will like to thank everyone on the committee for giving me the opportunity to apply for the commite.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

July 2, 2018

Lowell Hurst, Mayor
City of Watsonville
250 Main Street
Watsonville, CA 95076

Re: City of Watsonville's Vision Zero Program and Pedestrian Safety Improvements

Dear Mayor Hurst,

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

At its meeting on June 12, 2018, the Committee received an update detailing ongoing pedestrian and bicycle safety efforts in the City of Watsonville from City of Watsonville Principal Engineer Murray Fontes. Mr. Fontes detailed the many current and future projects designed to improve safety for pedestrians navigating the most widely used intersections in the City of Watsonville, as well as the plans for the rail trail. Theresia Rogerson, Community Traffic Safety Coalition (CTSC) staff, provided information about how the CTSC is working with the City of Watsonville to implement their Vision Zero program and to improve pedestrian and bicycle safety. Ms. Rogerson also provided information about the pedestrian safety training programs, which have been initiated in schools and in senior centers.

We are writing to thank you and the City of Watsonville for being the first in Santa Cruz County to adopt Vision Zero and for making such a tremendous effort to improve the safety and travel experience for all pedestrians, especially for those pedestrians who are seniors or living with a disability. Thank you for your outreach efforts focused on improving safety and your commitment to improving pedestrian facilities, including support for private property owners to repair sidewalks through the City of Watsonville sidewalk maintenance program. We would welcome updates on results from the City of Watsonville pedestrian and bicycle education and training programs and Vision Zero implementation. We hope that you will actively encourage the other four jurisdictions in Santa Cruz County to join you in adopting a Vision Zero program and implementing programs that support the Vision Zero goals.

Thank you for your commitment to active transportation in your community.

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

CC:

Santa Cruz County Board of Supervisors Chair Zach Friend
City of Scotts Valley Mayor Jim Reed
City of Capitola Mayor Michael Termini
City of Santa Cruz Mayor David Terrazas



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

July 19, 2018

Dear ATP Grant Selection Committee,

I am writing to express the Elderly and Disabled Transportation Advisory Committee support for the City of Santa Cruz's Active Transportation Program application for the *Westside Safe Routes to School and Gap Closure Project*. The Elderly and Disabled Transportation Advisory Committee advises the Santa Cruz County Regional Transportation Commission on transportation projects that serve the needs of elderly and disabled individuals. The *Westside Safe Routes to School and Gap Closure Project* will improve sidewalk infrastructure utilized by the most vulnerable pedestrians on these routes, including students traveling to school and elderly and disabled individuals accessing nearby services. The number of seniors age 70 and greater in Santa Cruz County will more than double over the next twenty years and many seniors will rely upon safe pedestrian facilities to connect to services, avoid isolation and stay connected, and maintain independence and health.

Additionally, the partnership between the City of Santa Cruz and a non-infrastructure consultant provides for an active transportation education program that will improve safety for all pedestrians by reducing conflicts between students and other transportation system users.

The Elderly and Disabled Transportation Advisory Committee strongly supports funding this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

July 19, 2018

Dear ATP Grant Selection Committee,

I am writing to express the Elderly and Disabled Transportation Advisory Committee's support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Rail Trail Segment 8 and 9 Construction*. The Elderly and Disabled Transportation Advisory Committee advises the Santa Cruz County Regional Transportation Commission on transportation projects that serve the needs of elderly and disabled individuals. This project will construct over two miles of a separated multiuse trail to provide a safe connection for pedestrians, including elderly and disabled pedestrians. Elderly and disabled individuals are some of Santa Cruz County's most vulnerable transportation users and are less likely to drive a vehicle and more likely to rely on pedestrian facilities and pedestrian connections to transit. The number of seniors age 70 and greater in Santa Cruz County will more than double over the next twenty years and many seniors will rely upon safe pedestrian facilities to connect to services, avoid isolation and stay connected, and maintain independence and health.

Furthermore, the *Santa Cruz Rail Trail Segment 8 and 9 Construction* project will take the next step in advancing construction of the 32-mile separated rail trail facility, which will be a significant step towards connecting seniors and disabled pedestrians to activity centers countywide. The Elderly and Disabled Transportation Advisory Committee continues to support the 32 mile separated rail trail facilities and supports funding for the *Santa Cruz Rail Trail Segment 8 and 9 Construction* to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee



Transportation and Public Works
Commission
AGENDA REPORT

DATE: 7/9/2018

AGENDA OF: 7/16/2018

SUBJECT: Vision Zero Traffic Safety Program

RECOMMENDATION: Receive a Vision Zero Santa Cruz County presentation, and, if approved by a majority of this Commission, either A) make a formal recommendation to City Council to direct staff to create a Vision Zero policy for the City of Santa Cruz, or B) form a Vision Zero Ad-Hoc (temporary) Subcommittee pursuant to City Council policy 5.12 and direct the Commission Chair to appoint Ad-Hoc Subcommittee members.

BACKGROUND: This item was prepared by and agendized at the request of the Chair of the Transportation and Public Works Commission for consideration by the Commission members. All language in this report is that of the Chair. Pursuant to Santa Cruz City Council Policy 5.15, "Each duly elected Chair of any advisory body shall have the authority to place an item on the advisory body agenda, within the specific charge of the advisory body, as approved by Council. The Chair shall have the responsibility for providing a written report on that item".

Vision Zero Background

Vision Zero is a world-wide traffic safety program with an aim to end all fatalities and serious injuries on the roadway system. There are seven core Vision Zero Principles:

1. Agreement that people have the right to move about their communities safely.
2. Traffic deaths and severe injuries are acknowledged to be preventable.
3. Human life and health are prioritized above speed and convenience within all aspects of the transportation system.
4. Speed is recognized and prioritized as the fundamental factor in crash severity.
5. Acknowledgement that human error is inevitable, and the transportation system should be forgiving and planned to minimize the severity of repercussions.
6. Safety work should focus on systems-level changes, particularly the built environment, policies, and technologies, above influencing individual behavior.
7. Recognition that system designers play a primary role in influencing the transportation system along with individual road users.

In summary, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all. This is done by acknowledging that traffic deaths and severe injuries are preventable and setting the goal of eliminating both in a set time frame with clear, measurable strategies. It would use a multidisciplinary approach and bring together diverse and necessary stakeholders to address this complex problem.

Traditionally, Vision Zero has focused on the three “E’s” as the guiding principles: Engineering, Education, and Enforcement. The most recent Vision Zero adoptions have included up to six “E’s”: Engineering, Education, Enforcement, Evaluation, Equity, & Encouragement.

Local Statistics

The City of Santa Cruz ranks first (worst) for injuries and fatalities among cyclists, and fifth worst for pedestrians, when compared to 105 California cities of similar size in 2014. Cyclists account for 10% of our travel mode split in the city (second highest in the State), but account for 28% of the traffic deaths and serious injuries; likewise, pedestrians account for 9% of our travel mode split in the city, but account for 25% of the traffic deaths and serious injuries.

The majority of these collisions happen on only a few high-injury corridors: 34% of all fatal & serious injury crashes occur on 3.8 miles of city streets (about 2.7% of our approximately 140 miles of city streets), and all of these streets are in or bordering low-income neighborhoods.

Unsafe speed for conditions is the highest primary collision factor in the City of Santa Cruz, causing 17.2% of crashes. This statistic highlights the significance of Vision Zero Principles three and four, above, regarding vehicular speed.

Community Support

The mission of the Community Traffic Safety Coalition (CTSC) and the South County Bicycle and Pedestrian Work Group (SCBPWG) is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC and SCBPWG envision safe, accessible and equitable transportation for all. The County of Santa Cruz Health Services Agency (HSA) supplies staff and administration for the CTSC and SCBPWG. The CTSC has a Vision Zero Work Plan for Santa Cruz County covering Fiscal Years 2018-2020.

With the support and guidance of the CTSC and SCBPWG, the City of Watsonville in January 2018 adopted a resolution calling for implementation of Vision Zero, with a resolution that included the goal of eliminating traffic fatalities and serious injuries on City streets by 2030. The program was embraced and championed at the City by Assistant Director of Public Works Maria Esther Rodriguez, as well as Principal Engineer Murray A. Fontes.

The City of Cruz has the Street Smarts program, a traffic safety public education campaign launched in August 2017. The citywide campaign is modeled after the successful program produced by the City of San Jose and rolled out in various Northern California communities. Street Smarts' mission is to reduce the number of traffic-related crashes and injuries in the City of Santa Cruz through education and behavior change. If Vision Zero is adopted, Street Smarts could immediately become the education component of the Vision Zero framework, which is how San Jose transitioned their existing Street Smarts program to integrate with their Vision Zero adoption.

Vision Zero has been discussed previously in the City. In October 2015, the TPWC requested that staff “investigate options and impacts for both a policy and an implementation plan related to adopting a Vision Zero plan for the City of Santa Cruz” (see Transportation and Public Works Commission Minutes, Action Agenda, October 19, 2015). In July 2016, the item “Vision Zero Type Plan” was removed from the agenda, with the following reason for removal given by staff: “We don’t anticipate PW staff bringing this to the TPWC in the short term, as the multi-jurisdictional Community Traffic Safety Coalition, which includes City PD and PW staff, a has

taken the lead on working on such a plan.” The County has since adopted a Vision Zero Working Plan, and is positioned to support individual jurisdictions to adopt Vision Zero locally, as evidenced by the City of Watsonville.

A successful Vision Zero policy requires support from multiple departments. In June 2017, two SCPD officers, plus several City staff, attended a Vision Zero Forum, featuring the founder and director of the Vision Zero Network, and staff from other cities who have successfully adopted Vision Zero. In early 2018, City Transportation staff met with Police Chief Andy Mills regarding Vision Zero. A Vision Zero policy would align with the Active Transportation Plan and Climate Action Plan.

DISCUSSION: The City of Santa Cruz does not currently have a measureable strategy or binding policy to reduce the high level of cyclist and pedestrian deaths and major injuries. If adopted locally, Vision Zero could provide this framework. The suggested action tonight is either A) make a formal recommendation to City Council to direct staff to create a Vision Zero policy for the City of Santa Cruz, or B) form a Vision Zero Ad-Hoc (temporary) Subcommittee pursuant to City Council policy 5.12 and direct the Commission Chair to appoint Ad-Hoc Subcommittee members, then report back to the full commission on their findings. An ad-hoc committee is suggested over a standing committee, so the group can act quickly, returning with a report at the September 2018 Transportation and Public Works Commission (TPWC) meeting, and making it possible for the TPWC to make a recommendation to council at the same meeting, if it chooses to do so. This timeline could allow for City Council to direct staff to create a Vision Zero plan during the 2018 term.

Suggested actions by the ad-hoc subcommittee could include meeting with city public works and engineering staff to better understand their concerns, interviewing staff in Watsonville about their recent Vision Zero adoption, meeting with Public Safety officials (police and Fire departments), and working with County HSA staff on incorporating their Vision Zero Work Plan recommendations into the City. This in-depth research could help the full TPWC to better understand the many components of Vision Zero and make an informed recommendation to City Council.

FISCAL IMPACT: There is no fiscal impact associated with creating and ad-hoc subcommittee to further research Vision Zero adoption.

If Vision Zero is adopted, additional staff time resources will be required to support this program at the City level. This staff time must come at the expense of other work or project time.

Some aspects of the program might not need additional funding to implement. For Encouragement and Engineering, the City could continue to apply for ATP and HSIP funding. For Enforcement, the City could apply for another OTS grant. Street Smarts is already in-place for the Education portion, although the program is currently looking for additional outside funding to continue operating.

Prepared by:
Phil Boutelle
Chair, Transportation and
Public Works Commission

ATTACHMENTS:

City of Santa Cruz Council Policy 5.12 “Advisory Body Standing Subcommittees”
Community Safety Traffic Coalition’s Traffic Violence mini-report for Santa Cruz



**Transportation and Public Works
Commission
Regular Meeting
Draft Minutes
7:00 p.m., Monday, July 16, 2018
City Council Chambers
809 Center Street**

The Draft Minutes is an unofficial reflection of meeting actions.

Call to Order 7:00 p.m.

Roll Call: Chair Philip Boutelle; Commissioners: Erich Friedrich, David Garti, Dale Hendsbee, Robert Orrizzi, and Donald Roland.

Absent with Notification: Vice Chair Peggy Dolgenos.

Oral Communications

At 7:01 p.m. Chair Boutelle opened Oral Communications and asked if any member of the public regarding items not listed on the Transportation and Public Works Commission agenda. No speakers addressed the Commission.

At 7:01 p.m. Chair Boutelle closed Oral Communications.

Announcements

Mark Dettle explained that there will be a ballot initiative (Proposition 6) in November 2018 to repeal SB 1 (Road Repair and Accountability Act), which provides a gas tax increase. Public Works will present on possible impacts to department projects if the gas tax increase is overturned in the September TPWC meeting.

Presentations

1. [Climate Action Plan Annual Update](#)

Tiffany Wise-West, Sustainability & Climate Action Manager, gave an update on the Climate Action Plan progress. The plan was adopted in 2012 and sunsets in 2020. There are 12 milestones that are tracked to help achieve a reduction of greenhouse gasses by 30% by 2020. This includes energy efficiency projects such as planting trees, renovation of City buildings, increase installation of commercial and residential solar panels, water conservation, electric City fleet vehicles, and a bicycle/pedestrian path.

Approval of Minutes

2. [March 19, 2018 Transportation and Public Works Commission Draft Minutes](#)

Recommendation: Motion to approve the minutes of the March 19, 2018 Transportation and Public Works Commission Meeting as submitted.

MOTION: Commissioner Roland moved, seconded by Commissioner Friedrich to approve the minutes of the March 19, 2018 Transportation and Public Works Commission Meeting as submitted.

ACTION: The motion carried unanimously with the following vote:
AYES: Chair Boutelle, Commissioners Garti, Hendsbee, and Orrizzi.
NOES: None.
ABSENT: Vice Chair Dolgenos.
DISQUALIFIED: None.

Consent None.

General Business

3. [Vision Zero Traffic Safety Program](#)

Recommendation: Receive a Vision Zero Santa Cruz County presentation, and, if approved by a majority of this Commission, either A) make a formal recommendation to City Council to direct staff to create a Vision Zero policy for the City of Santa Cruz, or B) form a Vision Zero Ad-Hoc (temporary) Subcommittee pursuant to City Council policy 5.12 and direct the Commission Chair to appoint Ad-Hoc Subcommittee members.

Theresa Rogerson, County of Santa Cruz Health Services Agency, explained that Vision Zero is a program that is a new vision for traffic safety that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for the community. It is a data-driven system with policy approach to prevent severe and fatal injuries focusing on education of engineering, education, enforcement, evaluation and equity. The City of Watsonville was the first city to adopt a Vision Zero work plan in Santa Cruz County.

At 7:45p.m. Chair Boutelle opened the public comment period, at 3 minutes per speaker for comments only. The following people addressed the Commission:

Janneka Strause
Bill Cook
Gail McNulty
Jonathan Coleman
Boyd Brown
Brett Garrett
Mark Mesiti-Miller

Jim Burr, Transportation Manager, supports the idea of Vision Zero as it aligns perfectly with the Public Works Transportation Engineering approach to projects and the Street Smarts campaign. He encouraged the commission to adopt a resolution stating that collisions are unacceptable.

MOTION: Commissioner Friedrich moved, seconded by Commissioner Hendsbee that the Transportation and Public Works Commission form a Vision Zero Ad-Hoc (temporary) Subcommittee pursuant to City Council policy 5.12 and direct the Commission Chair to appoint Ad-Hoc Subcommittee members. The ad-hoc subcommittee will pursue a recommendation to City Council at some point on a City of Santa Cruz Vision Zero policy, with the aid of staff effort and resources. The ad-hoc subcommittee members are Chair Boutelle and Commissioners Hendsbee and Orrizzi and they will report back to the commission in December 2018.

ACTION: The motion carried unanimously with the following vote:

AYES: Chair Boutelle, Commissioners Garti, Orrizzi, and Roland.

NOES: None.

ABSENT: Vice Chair Dolgenos.

DISQUALIFIED: None.

Information Items

4. [Engineering Division Project Updates](#)

Chris Schneider, Assistant Public Works Director/Engineer, gave an update on current Public Works engineering projects such as the Monterey Bay Sanctuary Scenic Trail (Rail Trail) Phases 7, 8, and 9, Upper Park Road Slide Repair, Bay and King Protected Left Turns and Streetlights, Bay Street Sidewalk Completion Infill, Cedar Street Paving, Riverside Avenue Utility Undergrounding and Streetscape, Citywide Sewer Lining, Resource Recovery Facility Cell 3B Access Road, and buffer bike lanes on Delaware Avenue. An update to the Murray Street Bridge Project was also given.

E&D TAC September 11 2018 - Item 9d

Work is closer to starting since an agreement was reached with the County of Santa Cruz with relocating a sewer line.

At 9:08.m. Chair Boutelle opened the public comment period, at 3 minutes per speaker for comments only. The following person addressed the Commission:

Janneka Strause

Subcommittee/Advisory Body Oral Reports

Chair Boutelle explained that the Active Transportation Plan Subcommittee hits effective the July 16, 2018 meeting. Vice Chair Dolgenos is working on a summary report and will share with the Commission during the next regularly scheduled meeting in September.

Items Initiated by Members for Future Agendas None.

Adjournment 9:10 p.m.

The Transportation and Public Works Commission will adjourn from the 7/16/2018 meeting to the next regular meeting on September 17, 2018 at the City Council Chambers.

MOTION: Commissioner Friedrich moved, seconded by Commissioner Garti to adjourn from the 7/16/2018 meeting.

ACTION: The motion carried unanimously with the following vote:

AYES: Chair Boutelle, Commissioners Hendsbee, Orrizzi, and Roland.

NOES: None.

ABSENT: Vice Chair Dolgenos

DISQUALIFIED: None.



August 27, 2018

Natalia Duarte
Finance Department
809 Center Street Rm #101
Santa Cruz, CA 95060

Dear Natalia,

Please find enclosed the Volunteer Center Transportation Program 4th quarter report for 2017-18.

Please feel free to call if you have any questions.

Sincerely,

Tara Ireland
Senior Programs Director

CC: Grace Blakeslee, Joanna Edmonds

E&D TAC September 11 2018 - Item 10a

Volunteer Center of Santa Cruz County

Transportation Program - TDA funding

| | Santa Cruz | SLV/SV | Watsonville | Q4 Total <u>2017-18</u> | Total <u>2016-17</u> |
|---|------------|--------|-------------|-------------------------------|-------------------------|
| Volunteers | 33 | 10 | 16 | 59 | 47 |
| Unduplicated Clients | 82 | 27 | 33 | 142 | 156 |
| Total Rides | 792 | 160 | 724 | 1676 | 1192 |
| Ride Requests unable to fill | 32 | 10 | 16 | 58 | 84 |
| Unfilled requests referred other agencies | 12 | 11 | 4 | 27 | 9 |
| Requests cancelled by client | 17 | 6 | 9 | 59 | 79 |
| <u>Trip destinations</u> | | | | | |
| Physician | 219 | 32 | 69 | 320 | 273 |
| Shopping | 202 | 25 | 34 | 261 | 253 |
| Other | 47 | 2 | 14 | 63 | 8 |
| Total | 468 | 59 | 117 | 644 | 535 |
| <u>Avg ride length (YTD)</u> | 21 | | | | |
| <u>Total Miles driven (YTD)</u> | 96,052 | | | | |
| <u>Total Reimbursement (YTD)</u> | \$1,225 | | | | |

E&D TAC September 11 2018 - Item 10a

| | Total <u>FY17-18</u> | <u>%</u> |
|---|-------------------------|----------|
| <u>Client Jurisdictions</u> | | |
| Santa Cruz City | 74 | 36.27% |
| Scotts Valley City | 19 | 9.31% |
| San Lorenzo Valley | 21 | 10.29% |
| Capitola City | 13 | 6.37% |
| Watsonville City | 33 | 16.18% |
| Midcounty Unincorporated | 29 | 14.22% |
| South County | 15 | 7.35% |
| Out of County | | |
| Total Clients (unduplicated) | 204 | 100.00% |
| <u>Origin of Ride by Jurisdiction</u> | | |
| Santa Cruz City | 1876 | 41.16% |
| Scotts Valley City | 302 | 6.63% |
| San Lorenzo Valley | 268 | 5.88% |
| Capitola City | 263 | 5.77% |
| Watsonville City | 774 | 16.98% |
| Midcounty Unincorporated | 885 | 19.42% |
| South County | 190 | 4.17% |
| Out of County | | |
| Total | 4558 | 100% |



COMMUNITY BRIDGES
PUENTES DE LA COMUNIDAD

519 Main Street P | 831.688.8840
Watsonville, CA 95076 F | 831.688.8302

July 16, 2018

Mr. Marc Pimentel
Director of Finance
City of Santa Cruz Finance Department
877 Cedar Street, Suite 100
Santa Cruz CA 95060

RE: **Third Quarter Report for 17/18**
(Contract between "City of Santa Cruz and Community Bridges/Consolidated Transportation Services Agency")

Dear Mr. Pimentel:

Enclosed please find the TDA Quarterly Report for the period beginning January 1, 2018 and ending March 31, 2018.

If you would like additional information or have any questions, please contact me at 831-688-8840, ext. 206, or via email at sethm@cbridges.org.

Sincerely,



Seth A. McGibben
Chief Administrative Officer

Encl.

ecc: G. Blakeslee, Transportation Planner, SCCRTC
D. Nikuna, Fiscal Officer, SCCRTC
K. Ance, Division Director, CTSA: Lift Line
D. Underhill, Chief Financial Officer, Community Bridges
H. Abbot, Grants Analyst, Community Bridges

E&D TAC September 11 2018 - Item 10b

Quarterly TDA
Report :
Time Period:

FY 17/18 QUARTER 3
JAN - FEB - MAR 2018

| # | Performance Measures to be Included in Quarterly Reports | CC 20.23.26.31.32.35.36 | | | | | YTD % of Goals | CC 21 | | | | | YTD % of Goals | CC 29 | | | | | YTD % of Goals | CC 24.30 | | | | | YTD % of Goals | CC 36 | | | | | YTD % of Goals | Qtr Total | YTD Total | | |
|----|--|-------------------------|------|------|-------|---------|----------------|-----------------|-----|-----|-------|---------|----------------|------------|-----|-----|-----|---------|----------------|----------|-------|-------|-------|---------|----------------|-------|-----|-----|-----|--------|----------------|-----------|-----------|--|--|
| | | Medical | | | | | | Meals on Wheels | | | | | | Taxi Scrip | | | | | | Elderday | | | | | | ISSP | | | | | | | | | |
| | | Jan | Feb | Mar | Qtr | YTD | | Jan | Feb | Mar | Qtr | YTD | | Jan | Feb | Mar | Qtr | YTD | | Jan | Feb | Mar | Qtr | YTD | | Jan | Feb | Mar | Qtr | YTD | | | | | |
| 1 | Unduplicated Passengers per Month | 132 | 154 | 161 | 262 | 792 | | 46 | 37 | 41 | 55 | 181 | | 60 | 52 | 45 | 77 | 276 | | 115 | 112 | 119 | 130 | 373 | | 0 | 0 | 0 | 0 | 573 | | 524 | 2,195 | | |
| 2 | Total Passenger Trips (Units of Service) per Month | 655 | 622 | 679 | 1,956 | 6,501 | 118% | 768 | 692 | 869 | 2,329 | 8,460 | 75% | 46 | 275 | 230 | 551 | 1,826 | 52% | 2,566 | 2,276 | 2,760 | 7,602 | 23,311 | 82% | 0 | 0 | 0 | 0 | 1,432 | 8% | 12,438 | 41,530 | | |
| 3 | Number of Incidents per Month | 1 | 1 | 0 | 2 | 3 | | 0 | 1 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 2 | 3 | 6 | | 0 | 0 | 0 | 0 | 0 | | 6 | 10 | | |
| 4 | Number of Accidents per Month | 1 | 0 | 0 | 1 | 3 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | | 1 | 4 | | |
| 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 | 52 | 51 | 60 | 163 | 419 | | 216 | 140 | 98 | 454 | 1,245 | | n/a | n/a | n/a | 0 | 0 | | 96 | 64 | 76 | 236 | 775 | | n/a | n/a | n/a | 0 | 0 | | 853 | 2,439 | | |
| 7 | Number of Turndowns or Referrals per Month | 0 | 0 | 2 | 2 | 32 | | 3 | 1 | 0 | 4 | 4 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 0 | | 7 | 37 | | |
| 8 | Number of Cancels per Month | 106 | 91 | 175 | 372 | 931 | | 158 | 134 | 140 | 432 | 1,581 | | n/a | n/a | n/a | 0 | 0 | | 339 | 683 | 658 | 2,280 | 7,352 | | n/a | n/a | n/a | 0 | 0 | | 3,084 | 9,864 | | |
| 9 | Total Donations per Month | \$117 | \$38 | \$38 | \$194 | 3,335 | | 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 | | \$ 194 | \$3,335 | | |
| 10 | Number of Complaints per 1,000 Passenger Trips | 0 | 3 | 1 | 4 | 7 | | 0 | 0 | 0 | 0 | 1 | | n/a | n/a | n/a | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 4 | 8 | | |
| 10 | Complaints | 0 | 2 | 1 | 3 | 5 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 1 | | 0 | 0 | 0 | 0 | 0 | | 4 | 8 | | |
| 11 | Number of Safety Incidents per 100,000 Vehicle Miles | 19 | | | | 28 | | 8 | | | | 8 | | n/a | n/a | n/a | 0 | 0 | | 8 | | | | 17 | | 0 | | | | 0 | | 35 | 53 | | |
| 12 | Operating Cost per Passenger Trip | | | | | \$26.19 | | | | | | \$9.25 | | | | | | \$10.24 | | | | | | \$12.52 | | | | | | \$0.00 | | | | | |
| 13 | Operating Cost per Vehicle Service Hour | | | | | \$42.44 | | | | | | \$39.62 | | | | | | | | | | | | \$54.43 | | | | | | \$0.00 | | | | | |
| 14 | Passengers per Vehicle Service Hour | | | | | 1.72 | | | | | | 4.19 | | | | | | | | | | | | 4.35 | | | | | | 0.0 | | | | | |
| 15 | Passengers per Vehicle Service Mile | | | | | 0.09 | | | | | | 0.25 | | | | | | | | | | | | 0.24 | | | | | | 0.00 | | | | | |
| 16 | Van Mileage per Program | | | | | 22,204 | | | | | | 8,927 | | | | | | | | | | | | 31,428 | | | | | | 0 | | | | | |



DATE: August 24, 2018

TO: Board of Directors

FROM: Daniel Zaragoza, Operations Manager, Paratransit Division

**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS
REPORT FOR APRIL, MAY AND JUNE 2018**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for April, May and June 2018

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz:
Comparing the monthly statistics of FY17 to the monthly statistics of FY18:
 - In April, the number of ParaCruz rides decreased by 553
 - In May, the number of ParaCruz rides decreased by 60
 - In June, the number of ParaCruz rides decreased by 589
- Summary of monthly operational information about ParaCruz:
 - April number of total ParaCruz rides: 6,317
 - May number of total ParaCruz rides: 6,409
 - June number of total ParaCruz rides: 5,438

III. DISCUSSION/BACKGROUND

Comparing March 2018 statistics to April 2018, ParaCruz rides decreased by 76 rides. Comparing January 2018 statistics to February 2018, ParaCruz rides increased by 92 rides. Comparing February 2018 statistics to March 2018, rides increased by 971 rides.

METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Santa Cruz Metropolitan Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevents them from independently using the fixed route bus.

IV. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. Additional data was provided by the Eligibility Coordinator and Candis Almanza, Paratransit Supervisor.

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

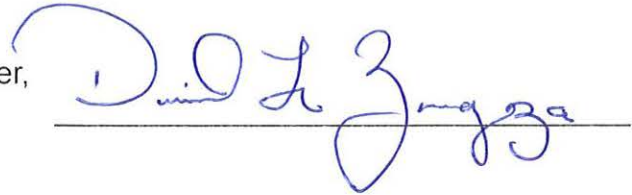
VI. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Charts for April, May and June 2018
- Attachment B:** Comparative Operating Statistics Tables for April, May and June 2018
- Attachment C:** Number of Rides Comparison Chart
- Attachment D:** Total Ride vs. Shared Ride Chart
- Attachment E:** Annual Miles Comparison Chart
- Attachment F:** Monthly Assessments

Prepared By: Daniel Zaragoza, Operations Manager, Paratransit Division

VII. APPROVALS

Daniel Zaragoza, Operations Manager,
Paratransit Division



Alex Clifford, CEO/General Manager



12-05.3

Free@ ^} AI

ParaCruz On-time Performance Report

| | April 2017 | April 2018 |
|--|-------------------|-------------------|
| Total pick ups | 6,870 | 6,317 |
| Percent in “ready window” | 82.02% | 86.81% |
| 1 to 5 minutes late | 5.76% | 5.35% |
| 6 to 10 minutes late | 4.22% | 3.13% |
| 11 to 15 minutes late | 3.06% | 1.88% |
| 16 to 20 minutes late | 1.91% | 1.41% |
| 21 to 25 minutes late | 1.09% | .62% |
| 26 to 30 minutes late | .80% | .38% |
| 31 to 35 minutes late | .48% | .17% |
| 36 to 40 minutes late | .22% | .16% |
| 41 or more minutes late (excessively late/missed trips) | .43% | .08% |
| Total beyond “ready window” | 17.98% | 13.19% |

On-time Performance

During April, ParaCruz’ on time performance increased 4.79% from last year, due to continued improvements in scheduling and dispatching procedures. April has a decrease of 1.43% from last month. Ridership increased last month. ParaCruz had one Operator promoted to Bus Operator. ParaCruz has one Operator on long term disability. The total number of available working ParaCruz Operators is twenty-two per weekday not including Operators on Annual Leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of April 2018, ParaCruz received six (6) Customer Service Reports. One (1) of the reports was a non valid complaint regarding an Operator speeding; the vehicle AVL showed the Operator was obeying the speed limit. Five (5) were compliments for ParaCruz Operators.

Free@ ^} AI

| | May 2017 | May 2018 |
|--|---------------|---------------|
| Total pick ups | 6,469 | 6,409 |
| Percent in “ready window” | 80.89% | 85.71% |
| 1 to 5 minutes late | 6.66% | 5.43% |
| 6 to 10 minutes late | 4.10% | 3.71% |
| 11 to 15 minutes late | 3.22% | 2.45% |
| 16 to 20 minutes late | 1.96% | 1.28% |
| 21 to 25 minutes late | 1.33% | 1.53% |
| 26 to 30 minutes late | .73% | .41% |
| 31 to 35 minutes late | .49% | .20% |
| 36 to 40 minutes late | .29% | .17% |
| 41 or more minutes late (excessively late/missed trips) | .32% | .11% |
| Total beyond “ready window” | 19.11% | 14.29% |

On-time Performance

During May, ParaCruz' on time performance increased 4.82% from last year, due to continued improvements in scheduling and dispatching procedures. May has a decrease of 1.10% from last month. Ridership increased last month. ParaCruz has two Operators on long term disability. The total number of available working ParaCruz Operators is twenty-one per weekday not including Operators on Annual Leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of May 2018, ParaCruz received two (2) Customer Service Reports. Two (2) both were compliments for ParaCruz Operators.

Free@ ^} AI

| | June 2017 | June 2018 |
|--|---------------|---------------|
| Total pick ups | 6,027 | 5,438 |
| Percent in “ready window” | 78.94% | 86.50% |
| 1 to 5 minutes late | 5.61% | 5.61% |
| 6 to 10 minutes late | 3.97% | 2.67% |
| 11 to 15 minutes late | 3.03% | 2.48% |
| 16 to 20 minutes late | 2.37% | .96% |
| 21 to 25 minutes late | 1.38% | .81% |
| 26 to 30 minutes late | 1.07% | .48% |
| 31 to 35 minutes late | .71% | .22% |
| 36 to 40 minutes late | .42% | .15% |
| 41 or more minutes late (excessively late/missed trips) | 1.07% | .13% |
| Total beyond “ready window” | 19.62% | 13.50% |

On-time Performance

During June, ParaCruz' on time performance increased 6.12% from last year, due to continued improvements in scheduling and dispatching procedures. June has an increase of .79% from last month. Ridership decreased from last month. ParaCruz has three Operators on long term disability. The total number of available working ParaCruz Operators is twenty per weekday not including Operators on Annual Leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of June 2018, ParaCruz received One (1) Customer Service Report. A comment regarding the angled steps on a Cutaway van, the rider thinks that the steps are unsafe.

Comparative Operating Statistics through April 2018

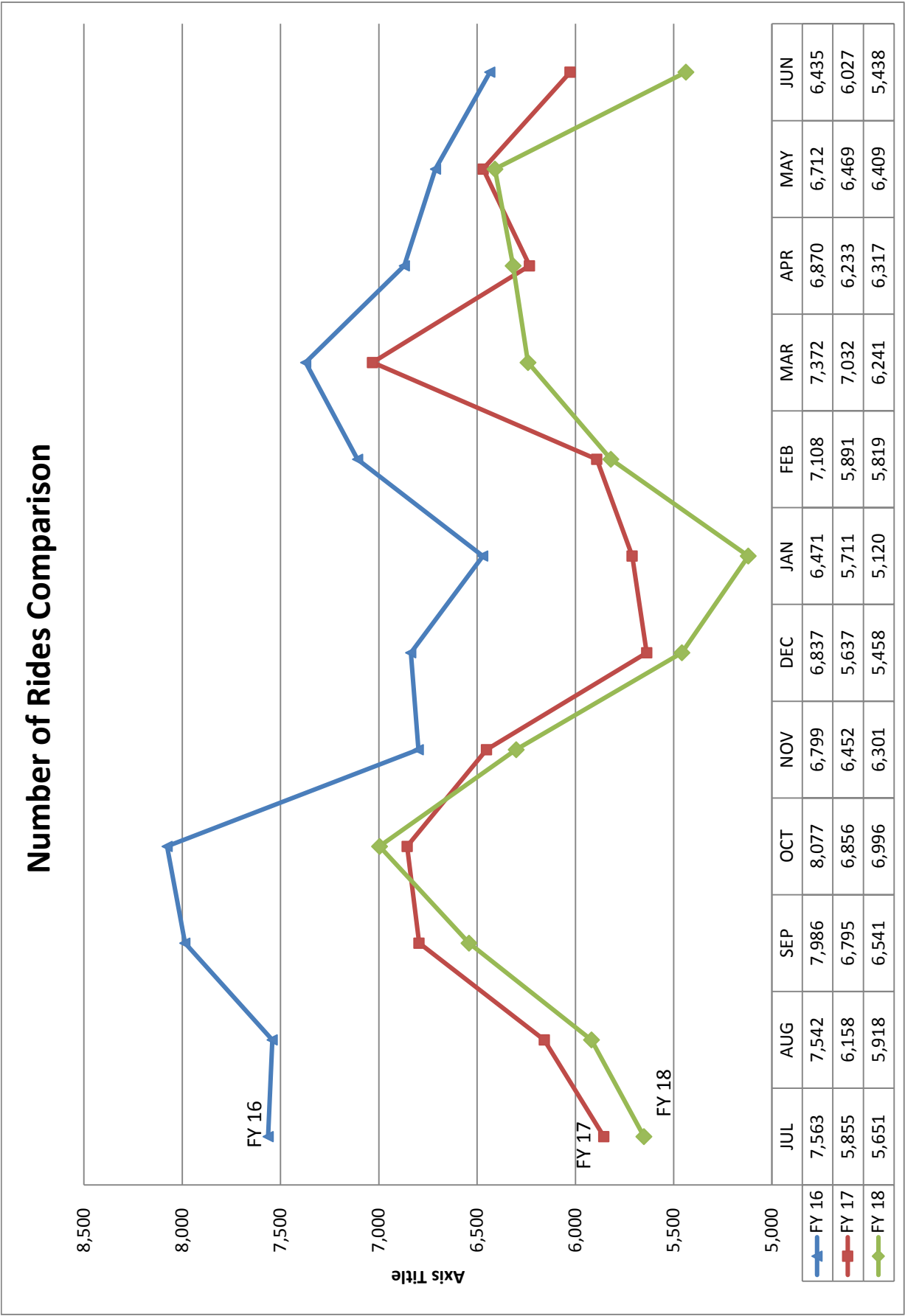
| | April 2017 | April 2018 | FY 17 | FY 18 | Performance Averages | Performance Goals |
|---------------------------------|-----------------------|-----------------------|--------------|--------------|---------------------------------|----------------------------------|
| Requested | 7,186 | 7,068 | 71,458 | 69,070 | 6,907 | |
| Performed | 6,233 | 6,317 | 62,620 | 60,362 | 6,071 | |
| Cancel | 21.97% | 20.57% | 21.80% | 21.68% | 21.55% | |
| No Shows | 3.58% | 2.74% | 3.47% | 3.46% | 3.36% | Less than 3% |
| Total miles | 50,549 | 53,633 | 511,270 | 512,337 | 51,130 | |
| Av trip miles | 6.10 | 6.23 | 6.05 | 6.26 | 6.24 | |
| Within ready window | 82.02% | 86.81% | 84.51% | 85.07% | 86.81% | 90.00% or better |
| Call center volume | 4,989 | 5,015 | 51,499 | N/A | N/A | New phone system 1/6/18 |
| Hold times less than 2 minutes | 92.30% | 95.70% | 92.1% | N/A | N/A | Greater than 90% |
| Distinct riders | 687 | 699 | 1,646 | 1,595 | 699 | |
| Most frequent rider | 58 rides | 53 rides | 358 rides | 378 rides | 49 rides | |
| Shared rides | 68.9% | 65.0% | 65.0% | 64.6% | 61.79% | Greater than 60% |
| Passengers per rev hour | 1.95 | 1.84 | 1.89 | 1.87 | 1.87 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | 2.18% | N/A | 5.82% | N/A | N/A | No more than 25% |
| Vendor cost per ride | \$28.18 | N/A | \$24.12 | N/A | N/A | |
| Rides < 10 miles | 62.97% | 61.61% | 61.19% | 63.66% | 63.31% | |
| Rides > 10 miles | 36.91% | 38.39% | 38.81% | 36.34% | 36.45% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 21 | 5 | 196 | 170 | 22 | |
| Excessively Long Trips | 3 | 1 | 6 | 20 | 2 | New Stat Jan 2017 |
| # Trips at Base Fare | 3,878 | 4,002 | 39,301 | 38,115 | 3,176 | |
| # Trips > Base Fare | 1,316 | 1,230 | 12,132 | 11,854 | 988 | |

Comparative Operating Statistics through May 2018.

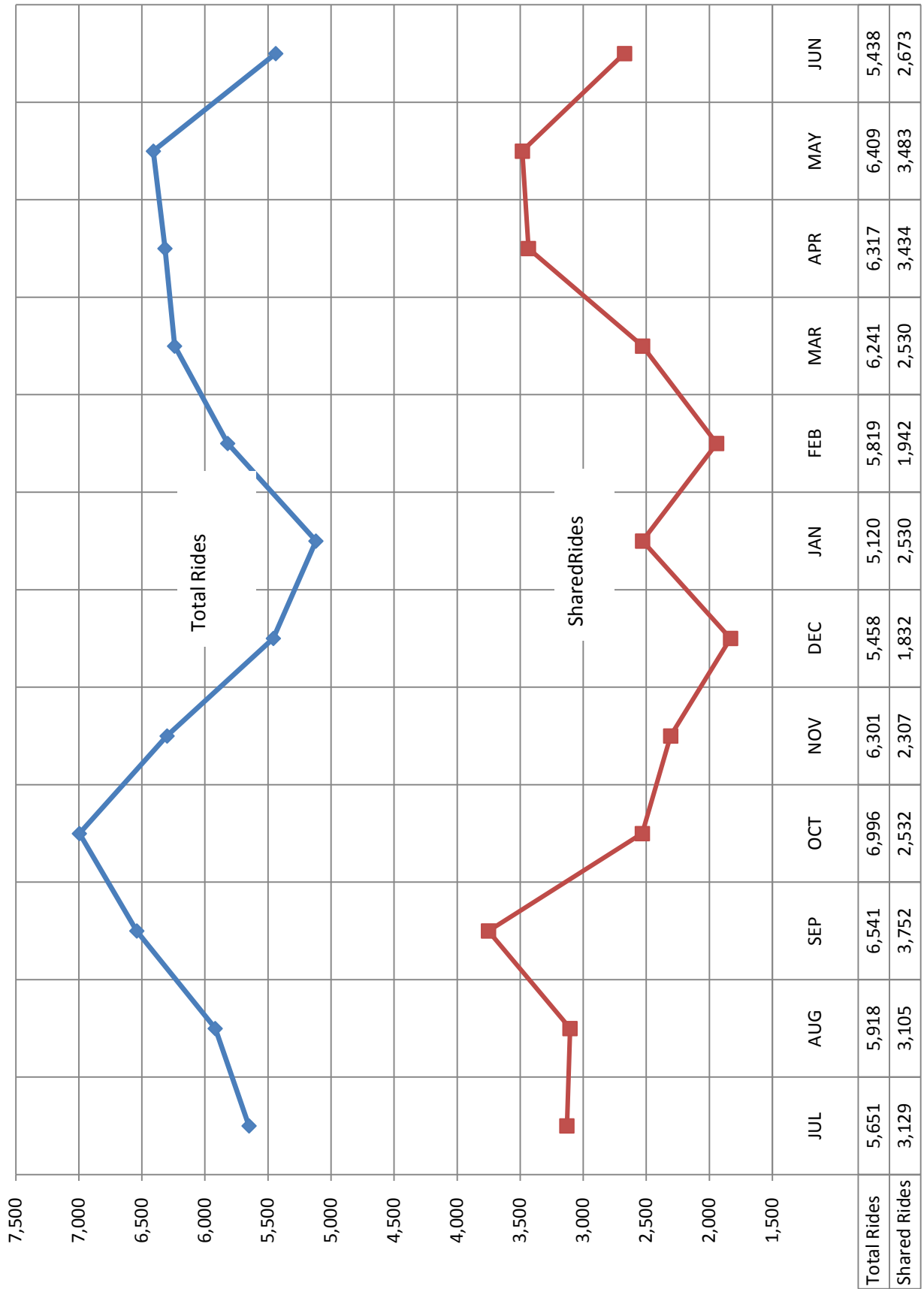
| | May 2017 | May 2018 | FY 17 | FY 18 | Performance Averages | Performance Goals |
|---------------------------------|----------|----------|-----------|-----------|----------------------|----------------------------------|
| Requested | 7,160 | 7,197 | 78,618 | 76,267 | 6,910 | |
| Performed | 6,469 | 6,409 | 69,089 | 66,771 | 6,066 | |
| Cancel | 20.47% | 21.34% | 21.68% | 21.65% | 21.62% | |
| No Shows | 2.79% | 3.38% | 3.41% | 3.45% | 3.41% | Less than 3% |
| Total miles | 52,001 | 53,164 | 563,270 | 565,598 | 51,227 | |
| Av trip miles | 6.05 | 6.12 | 5.77 | 6.25 | 6.24 | |
| Within ready window | 80.89% | 85.71% | 84.11% | 85.12% | 84.72% | 90.00% or better |
| Call center volume | 4,957 | 5,222 | 56,456 | N/A | N/A | New phone system 1/6/18 |
| Hold times less than 2 minutes | 91.6% | 95.51% | 91.70% | N/A | N/A | Greater than 90% |
| Distinct riders | 712 | 712 | 1,706 | 1,662 | 640 | |
| Most frequent rider | 52 rides | 55 rides | 384 rides | 409 rides | 49 rides | |
| Shared rides | 67.9% | 65.8% | 65.2% | 65.8% | 61.62% | Greater than 60% |
| Passengers per rev hour | 1.94 | 1.92 | 1.89 | 1.87 | 1.87 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | N/A | N/A | N/A | N/A | N/A | No more than 25% |
| Vendor cost per ride | N/A | N/A | N/A | N/A | N/A | |
| Rides < 10 miles | 63.09% | 61.94% | 61.37% | 61.94% | 63.21% | |
| Rides > 10 miles | 36.91% | 38.06% | 38.63% | 38.06% | 36.55% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 21 | 7 | 217 | 177 | 21 | N/A |
| Excessively Long Trips | 4 | 2 | 10 | 22 | 2 | New Stat Jan 2017 |
| # Trips Base Fare | 3,968 | 3,952 | 43,269 | 42,066 | N/A | |
| # Trips > Base Fare | 1,350 | 1,263 | 13,482 | 13,117 | N/A | |

Comparative Operating Statistics through June 2018

| | June 2017 | June 2018 | FY 17 | FY 18 | Performance Averages | Performance Goals |
|---------------------------------|----------------------|----------------------|--------------|--------------|---------------------------------|----------------------------------|
| Requested | 6,658 | 6,145 | 85,276 | 82,412 | 6,917 | |
| Performed | 6,027 | 5,438 | 75,116 | 72,209 | 6,065 | |
| Cancels | 20.65% | 21.19% | 21.60% | 21.62% | 21.66% | |
| No Shows | 3.03% | 3.71% | 3.38% | 3.47% | 3.43% | Less than 3% |
| Total miles | 49,061 | 47,473 | 612,331 | 613,071 | 50,873 | |
| Av trip miles | 6.09 | 6.40 | 6.05 | 6.26 | 5.23 | |
| Within ready window | 78.94% | 86.50% | 83.75% | 85.22% | 83.92% | 90.00% or better |
| Call center volume | 4,809 | 5,056 | 61,265 | N/A | N/A | New phone system 1/6/18 |
| Hold times less than 2 minutes | 90.80% | 91.47% | 91.90% | N/A | N/A | Greater than 90% |
| Distinct riders | 691 | 666 | 1,781 | 1726 | 639 | |
| Most frequent rider | 49 rides | 59rides | 415 rides | 445 rides | 50 rides | |
| Shared rides | 69.3% | 59.9% | 65.6% | 64.4% | 62.12% | Greater than 60% |
| Passengers per rev hour | 1.99 | 1.74 | 1.90 | 1.86 | 1.88 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | N/A | N/A | N/A | N/A | N/A | No more than 25% |
| Vendor cost per ride | N/A | N/A | N/A | N/A | N/A | |
| Rides < 10 miles | 63.65% | 63.20% | 61.55% | 57.99% | 63.67% | |
| Rides > 10 miles | 36.35% | 36.80% | 38.45% | 42.01% | 36.33% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 69 | 7 | 286 | 184 | 24 | N/A |
| Excessively Long Trips | 2 | 0 | 12 | 19 | 2 | New Stat Jan 2017 |
| # Trips Base Fare | 3,763 | 3,459 | 47,032 | 45,525 | N/A | |
| # Trips > Base Fare | 1,141 | 980 | 14,623 | 14,097 | N/A | |

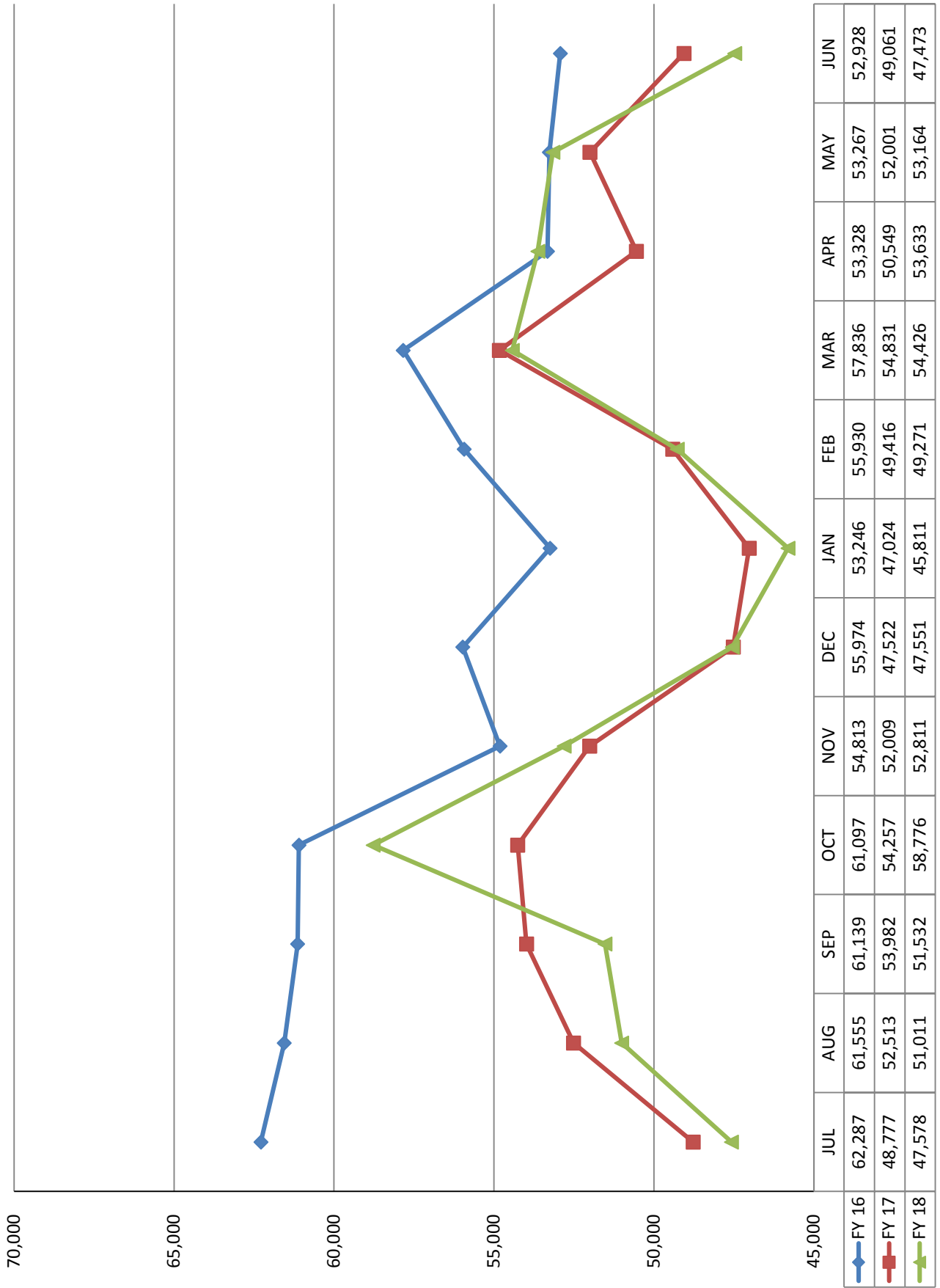


Total Ride vs. Shared Ride Count



E&D TAC September 11 2018 - Item 10c

Annual Miles Comparison



Free & @ ^ } of 12

Monthly Assessments

| MONTHLY ASSESSMENTS | | | | | | |
|---------------------|--------------|---------------------------|----------------------------|-----------|--------|-------|
| | UNRESTRICTED | RESTRICTED CONDITIONAL | RESTRICTED TRIP BY TRIP | TEMPORARY | DENIED | TOTAL |
| JULY 2017 | 37 | 0 | 0 | 3 | 0 | 40 |
| AUGUST 2017 | 37 | 0 | 0 | 2 | 0 | 39 |
| SEPTEMBER 2017 | 42 | 0 | 1 | 1 | 0 | 44 |
| OCTOBER 2017 | 30 | 0 | 2 | 2 | 0 | 34 |
| NOVEMBER 2017 | 21 | 0 | 0 | 0 | 0 | 21 |
| DECEMBER 2017 | 29 | 0 | 0 | 1 | 0 | 30 |
| JANUARY 2018 | 22 | 0 | 1 | 1 | 0 | 24 |
| FEBRUARY 2018 | 33 | 0 | 0 | 2 | 0 | 35 |
| MARCH 2018 | 45 | 0 | 1 | 1 | 0 | 47 |
| APRIL 2018 | 35 | 0 | 0 | 0 | 0 | 35 |
| MAY 2018 | 33 | 0 | 0 | 1 | 0 | 34 |
| JUNE 2018 | 37 | 0 | 1 | 0 | 0 | 38 |

Number of Eligible Riders for the month of April 2018 = 3,653

Number of Eligible Riders for the month of May 2018 = 3,656

Number of Eligible Riders for the month of June 2018 = 3,652

AGENDA: September 11, 2018

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: City of Capitola Article 8 Transportation Development Act Allocation

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee recommends that the Regional Transportation Commission approve the City of Capitola's Article 8 Transportation Development Act allocation claim for \$197,749 for Park Avenue Sidewalk Project.

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Advisory Committee and those with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Capitola submitted a request for TDA funds for Park Avenue Sidewalk Project totaling \$197,749 ([Attachment 1](#)). The City of Capitola proposes to construct improvements on the north side of Park Avenue from McCormick Avenue to Cabrillo Street to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village.

Staff recommends that the Elderly and Disabled Transportation Advisory Committee recommend that the Regional Transportation Commission approve the City of Capitola's allocation request. The project is consistent with the 2040 Regional Transportation Plan.

SUMMARY

The City of Capitola is requesting a TDA Article 8 allocation for Park Avenue Sidewalk Project totaling \$197,749. Staff recommends that the Elderly and Disabled Transportation Advisory Committee recommends that the Regional Transportation Commission approve the City of Capitola's allocation request.

Attachment 1: City of Capitola Article 8 TDA Allocation Request Letter and Sidewalk Plan

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the SCCRTC at 460-3200.

Project Information

1. Project Title: Park Avenue Sidewalk Project
2. Implementing Agency: City of Capitola
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: City of Capitola
4. TDA funding requested this claim: \$197,749
5. Fiscal Year (FY) for which funds are claimed: FY 18/19
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager
Name: Kailash Mozumder
Telephone Number: 831-475-7300 E-mail: kmozumder@ci.capitola.ca.us

Secondary Contact (in event primary not available) : Steve Jesberg
Telephone Number: 831-475-7300 E-mail: sjesberg@ci.capitola.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): The City of Capitola proposes to construct improvements on the north side of Park Avenue from McCormick Avenue to Cabrillo Street to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village. The project includes the installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist. The new walkway will be 5 feet wide and all sidewalk and new curb ramps will be built in compliance with current ADA standards.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The north side of Park Avenue between McCormick Avenue and Cabrillo Street with crosswalks proposed at Washburn Avenue and Wesley or Cabrillo Street. See attached figure for details.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The project will result in a continuous sidewalk and bike lane along Park Avenue to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village.

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11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): Currently there are no sidewalks on either side of this section of Park Avenue. People avoid walking in the area or walk in the bicycle lane. Upon completion of the project there will be pedestrian access along the full stretch of Park Ave allowing the community of Cliffwood Heights, the students of New Brighton Middle School and visitors to walk safely along Park Avenue. Completion of this project will fill in a gap of sidewalk along Park Avenue. The measure of success will be the filling of the gap of sidewalk along Park Avenue.
- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of anticipated users, number of people served/rides provided): The Cliffwood Heights neighborhood has approximately 1,300 households. According to recent census data our community averages 2 residents per household. Our conservative estimate is that this project will serve a population of 2,500 residents plus the use that it will provide to students at New Brighton Middle School (approximately 600 students) and visitors. Our estimated use is 20-40 pedestrians per day. Our estimated ADT for this stretch of Park Avenue is 9,200.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? If so, what is the RTP project number? Yes, the project is listed in the 2040 Regional Transportation Plan. The project ID is CAP 15.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): The table below presents the existing vs planned lanes of travel along Park Ave .

| | Drive Ways | Pedestrian Side Walk | North Side Bike Lane | North Side Travel Lane | South Side Travel Lane | South Side Bike Lane |
|----------|------------|----------------------|----------------------|------------------------|------------------------|----------------------|
| Existing | 10-16 feet | 0 feet | 4-6 feet | 11 feet | 11 feet | 4-6 feet |
| Planned | 5-10 feet | 5 feet | 5 feet | 10.5 feet | 10.5 feet | 4-6 feet |

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget)*.

Capital Projects – Budget summary

| | Planning | Environmental | Design/Engineering | ROW | Construction | Other * | Contingency | Total |
|--|-------------------|-------------------|--------------------|-------------|------------------|----------|-----------------|------------------|
| SCHEDULE (Month/Yr) Completion Date / | 12/2018 | 2/2019 | 11/2018 | N/A | 9/2019 | - | - | - |
| Total Cost/Phase | City Staff | City Staff | \$75,800 N | /A | \$720,000 | - | \$70,000 | \$865,800 |
| \$TDA Requested (this claim) | - | - | - | - \$ | 197,749 - | | - | \$197,749 |
| Prior TDA: | - | - | ----- | | | | | \$0 |
| Source 3: General | - | - | \$75,800 | - \$ | 140,000 - | | - | \$215,800 |

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| | | | | | | | | |
|---|---|---|-----|------|-----------|--|----------|-----------|
| Fund | | | | | | | | |
| | | | | | | | | |
| Unsecured/ additional need** | - | - | \$0 | - \$ | 382,251 - | | \$70,000 | \$452,251 |

**If project is not fully funded, explain plan to secure additional funds?

- Future general funds.
- Measure D formula funds.

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

Bike/Ped: ☒ 100% upon project completion

16. TDA Eligibility:

| | YES?/NO? |
|---|----------|
| A. Has the project/program been approved by the claimant's governing body? Form of approval: This project has been included in the approved City Capital Improvement Program (CIP) since 2014. If "NO," provide the approximate date approval is anticipated. _____ | YES |
| B. Has this project previously received TDA funding? | NO |
| C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____) | YES |
| D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). | NO |
| E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov). | N/A |

Documentation to Include with Your Claim:

All Claims

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

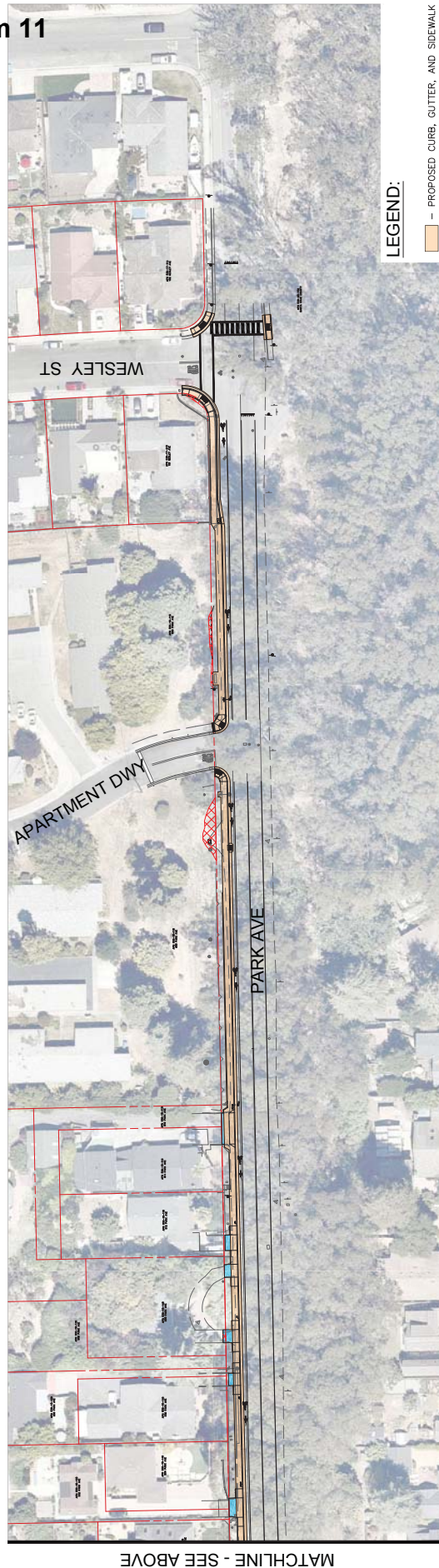
Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects See cover letter.

Local Agency Certification:

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

Signature _____ Title: Public Works Project Manager Date: 8-30-2018



LEGEND:

- PROPOSED CURB, GUTTER, AND SIDEWALK
- PROPOSED DRIVEWAY IMPROVEMENT
- PROPOSED PROPERTY IMPACT
- EXISTING PROPERTY LINE



| | | | | |
|-----------------------------------|---|---|---|---------------------------------------|
| No. _____ REVISIONS DATE BY | Kimley»Horn © 2015 KIMLEY-HORN AND ASSOCIATES, INC. 100 WEST SAN JOSE AVENUE, SUITE 200, SAN JOSE, CA 95113 PHONE: 650-950-4133 WWW.KIMLEY-HORN.COM | RMA PROJECT 097763124 SCALE AS SHOWN 12/13/2017 DESIGNED BY DW DRAWN BY DW CHECKED BY SC PREPARED FOR CITY OF CAPITALA SANTA CRUZ COUNTY CA | PROJECT IMPACTS EXHIBIT OVERVIEW MAP | SHEET NO. _____ OF XX SHEETS XX |
| | | | | |

Printed By: W. Derek Layout: ZZZ234 Overview December 13, 2017 09:06:26am K:\SAC_IP10\City of Capitala\097763124 - Park Avenue Sidewalks\07 CAD\Exhibits\ParkAve_IPN_Workshop_20171213.dwg

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.

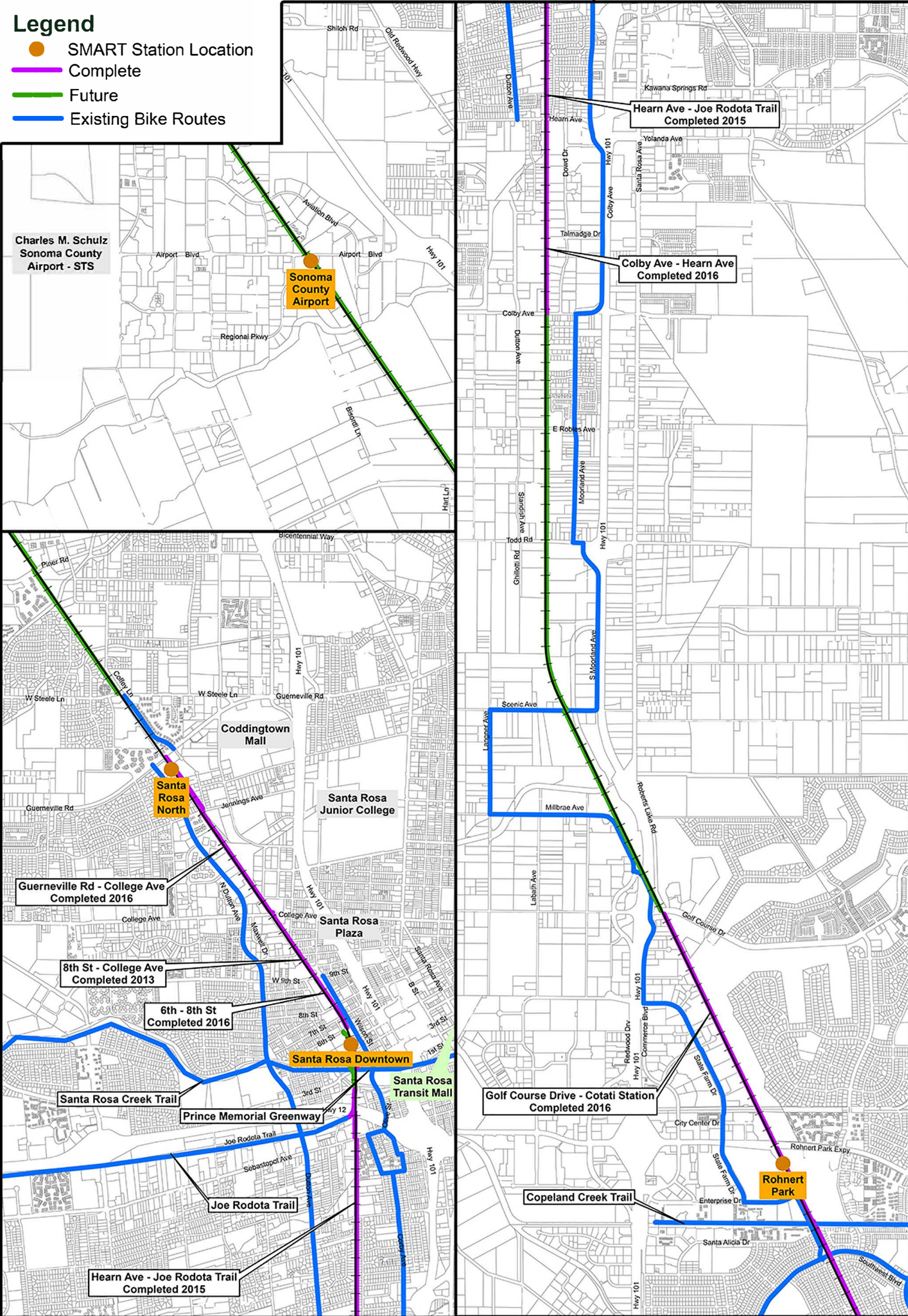
Attachments:

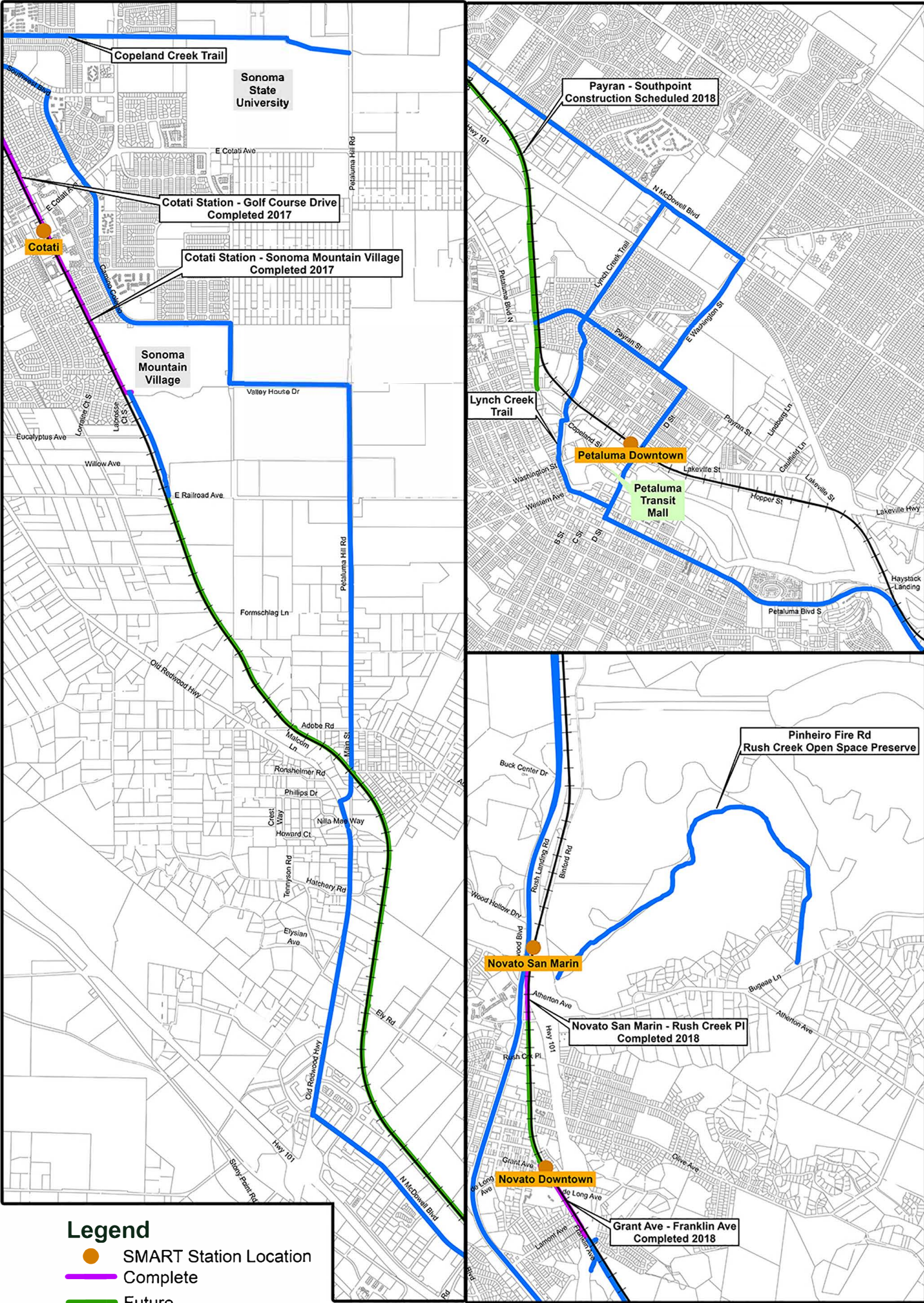
Attachment 1: SMART trail map

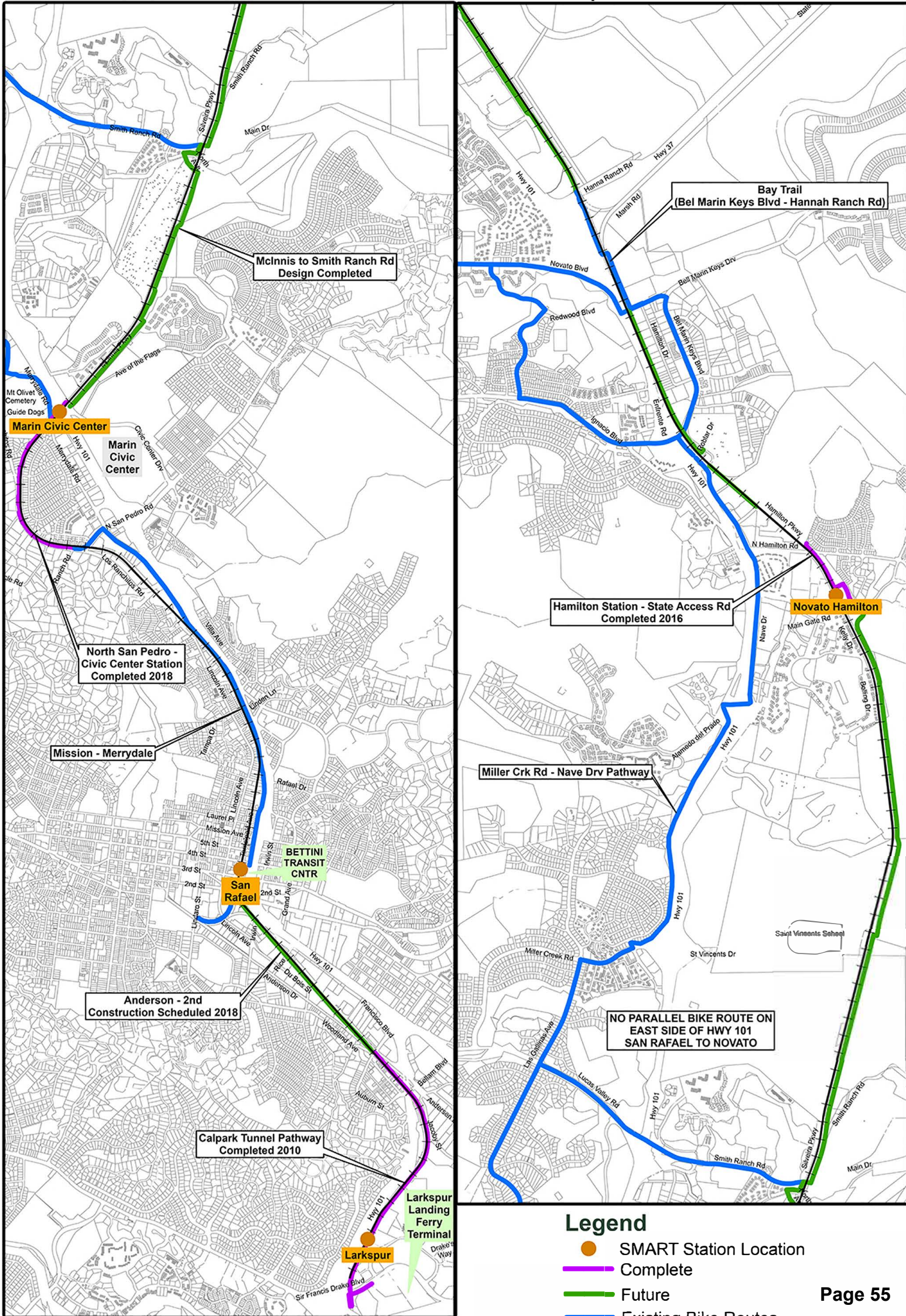
Attachment 2: SMART 2017 Annual Report

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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*Sonoma County Mayors and
Councilmembers Association*

Jake Mackenzie
*Sonoma County Mayors and Councilmembers
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Kathrin Sears, Vice Chair
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District Management

Farhad Mansourian
General Manager

Erin McGrath
Chief Financial Officer

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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



SMART arrival.
August 25, 2017

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

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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



our

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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.



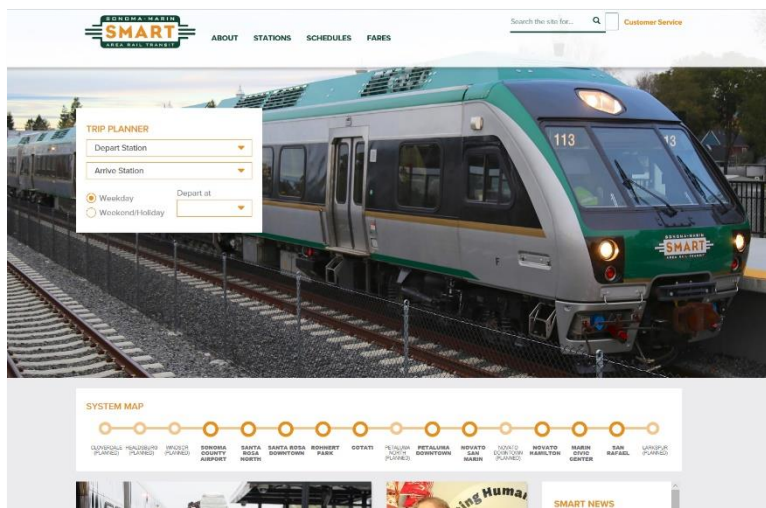
FIRE RELIEF EFFORTS

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. In just a few short months,



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.

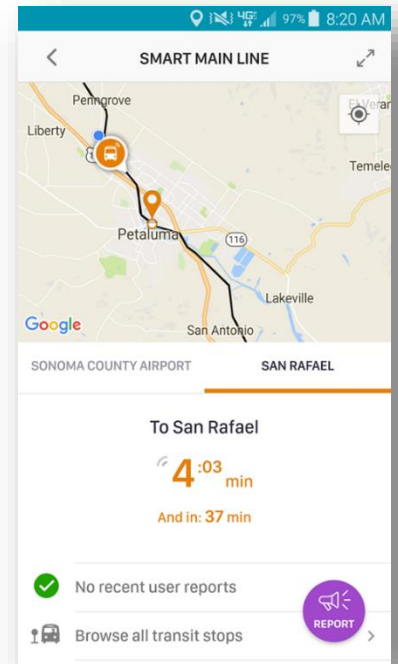
At our headquarters in Petaluma, we opened a fully-functional customer service counter, where passengers could come to purchase all types of Clipper cards as well as apply for discounted cards not available at our platforms.

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.

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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.

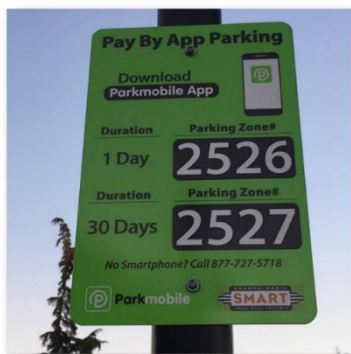
SMART also has been working with our local transit operators and local jurisdictions to gather information regarding locations of transit routes, transit stops, schedule and fare information, bicycle infrastructure, and points of interest in proximity to each station. This information will be utilized 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.



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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.

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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.



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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.



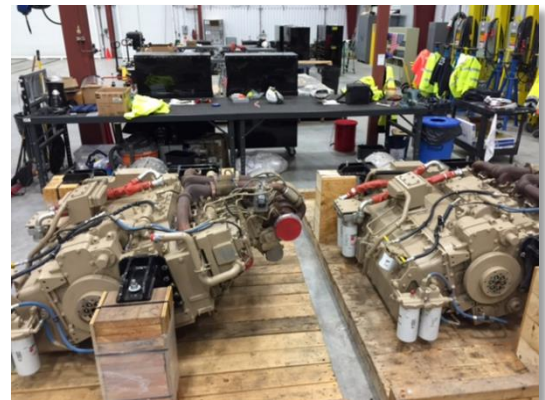
DOWNTOWN NOVATO STATION PROJECT

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.

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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

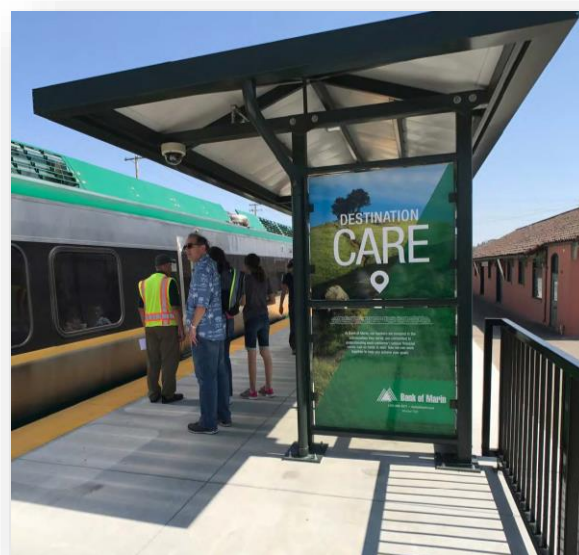
In 2017, SMART’s developed significant new marketing programs in preparation for the start of service. That included creating high-quality branding materials, fact sheets and schedules in English and Spanish, and new advertising programs.

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

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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%).

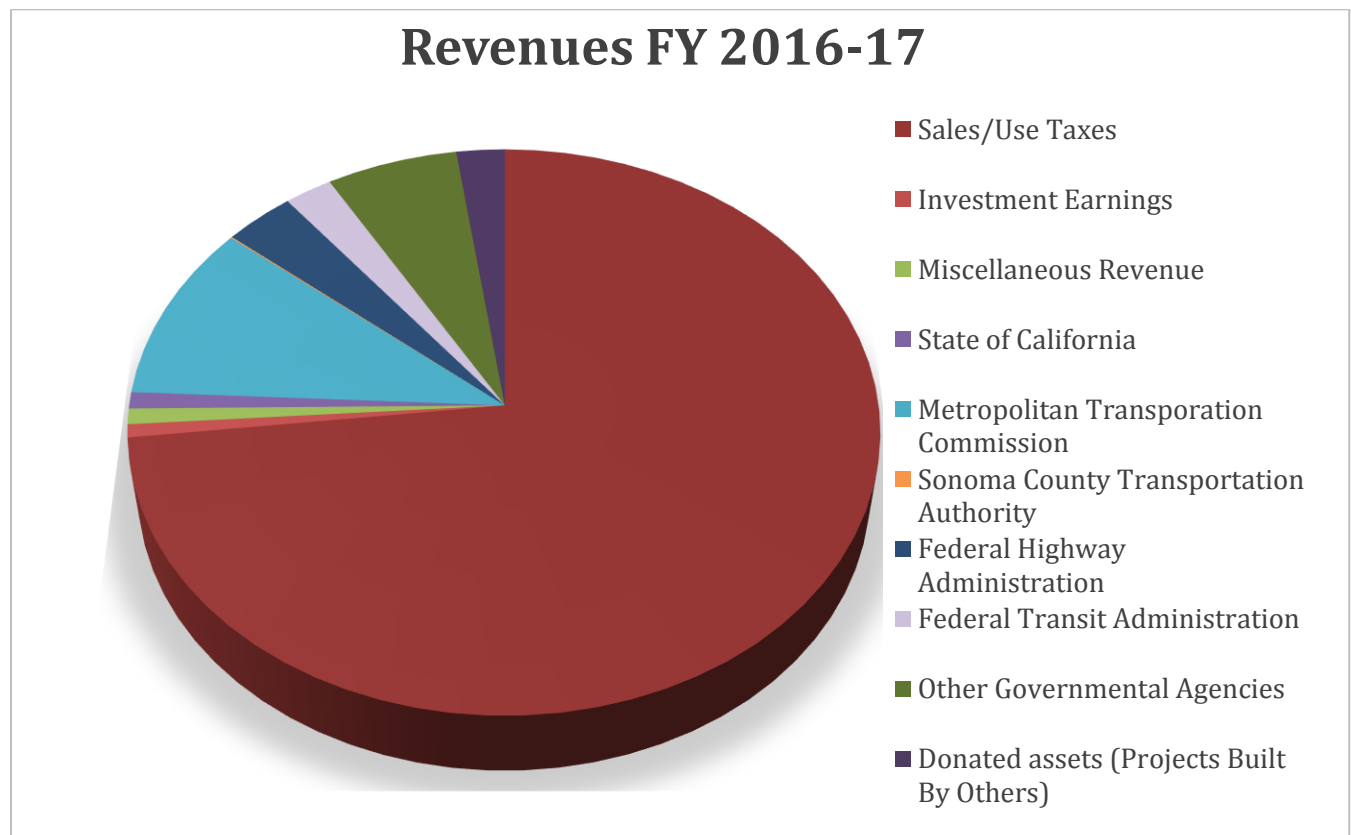
SMART's Facebook reach set a new record in 2017, with 104,227 reached on a single post. That post was the announcement of the date for SMART's start of service.



Financial Information

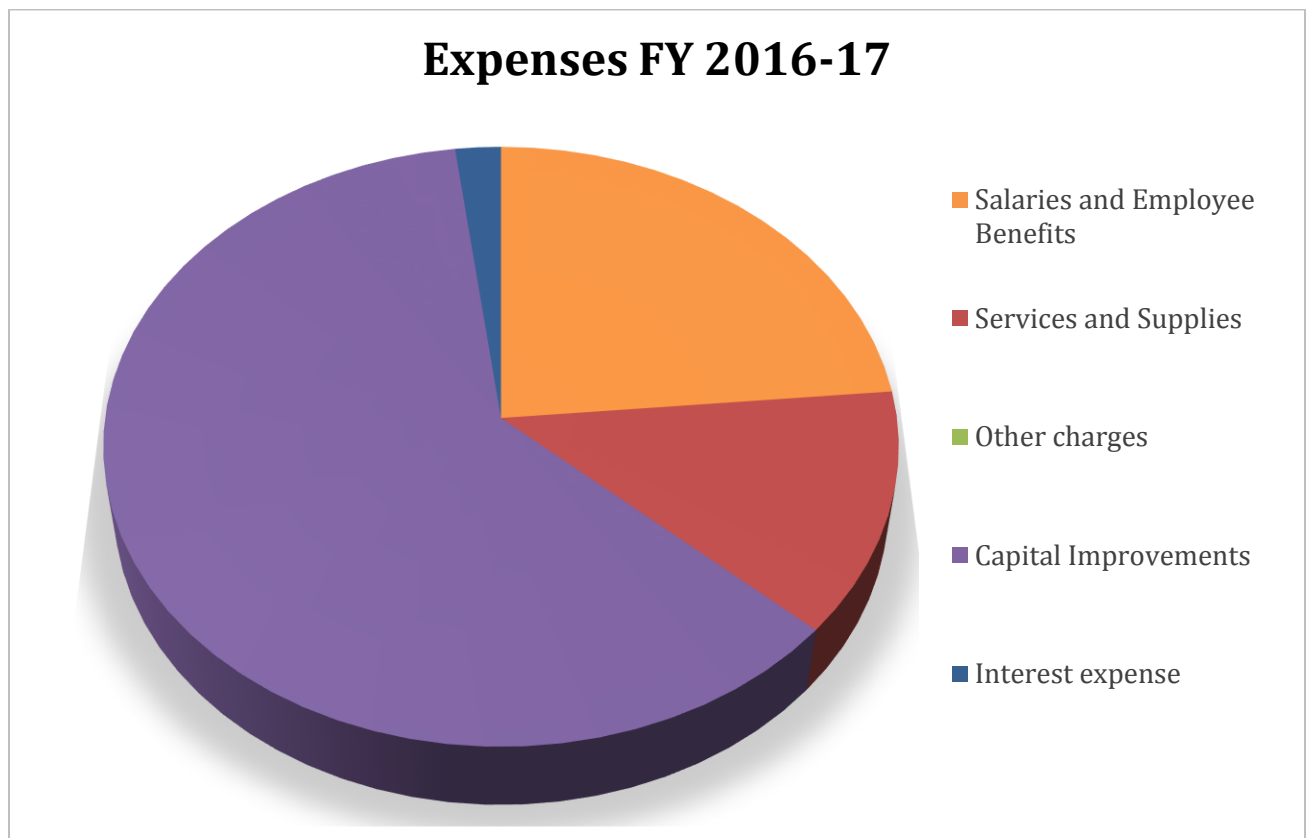
SMART produces a number of financial reports that are available to the public, including the Annual Budget, monthly Board reports and the audited Comprehensive Annual Financial Report. Financial information provided in this Annual Report is designed to provide the public with a general understanding 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.



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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: September 2018

TO: RTC Advisory Committees

FROM: Brianna Goodman and Rachel Moriconi, Transportation Planners

RE: Highway 9/San Lorenzo Valley Corridor Plan Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

Highway 9 is the primary travel corridor through San Lorenzo Valley. It serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and as an interregional arterial connecting Silicon Valley and Santa Cruz. San Lorenzo Valley community members, the County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans, the RTC and other stakeholders have identified significant transportation deficiencies along the corridor. However, since state, federal, and local revenues are severely constrained, a comprehensive plan is needed to prioritize transportation investments for this important corridor.

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Sustainable Communities Transportation Planning Grant (FTA 5304) of \$249,000 from Caltrans to prepare a complete streets corridor transportation plan for the Highway 9-San Lorenzo Valley corridor and the RTC committed local funds as match to the grant. The consultant team of Kimley-Horn and Trail People was hired to prepare the plan, with oversight provided by RTC, Caltrans, Santa Cruz METRO, and County of Santa Cruz staff.

DISCUSSION

The consultant and project team (RTC, Caltrans, METRO, and County of Santa Cruz staff) have been working with the SLV community to identify, evaluate and prioritize the most critical and cost effective transportation improvements in the Highway 9 corridor through San Lorenzo Valley (SLV).

Summary of Corridor Priorities

After evaluation of previous outreach efforts, collision data, traffic conditions, land uses, Metro on-boarding data, gaps in existing infrastructure, and review of over 800 suggestions from members of the community, staff and the project oversight team identified over 30 priorities for implementation over the next 30 years. This list is currently being refined based on input from focus groups and Caltrans.

Generally, priorities for the corridor include:

- Pedestrian facilities: adding sidewalks, multiuse paths, and other facilities through Felton, Brookdale, Ben Lomond, and Boulder Creek town centers and near SLV High School/Middle School/Elementary School (SLV Schools Campus) including shade trees in the downtown cores;
- Bicycle facilities: adding bike lanes, multiuse paths, and/or sharrows within and connecting to town centers and the SLV schools campus;
- Widening shoulders to provide additional space for bicyclists throughout the corridor where more formalized infrastructure might be infeasible due to width constraints;
- Increase safety for pedestrians crossing Highway 9, including traffic calming methods to slow auto speeds in town centers and more visible crosswalks, including curb extensions ("bulb outs"), pedestrian refuge islands, and pedestrian scaled lighting at intersections on Highway 9. In August RTC submitted a grant application for Highway Safety Improvement Program (HSIP) funds to improve crossing safety at several locations;
- Improving transit stop access and waiting facilities, and exploring alternate transit service options;
- Intersection modifications along Highway 9 to improve traffic flow and safety for all users, especially at Graham Hill Road, Glen Arbor Rd, Highway 236, and Bear Creek Road;
- Turn and merge lanes on Highway 9 at several other major intersection locations to increase safety and improve traffic flow;
- Reorganization of the SLV Schools Campus site access for all users to improve safety and traffic throughput;
- Improving safety and availability of parking in town cores and at key destinations.

Staff will return to the RTC advisory committees for input on the draft plan when it is ready for public review.

SUMMARY

The RTC is developing a complete streets plan for the Highway 9 corridor through San Lorenzo Valley (SLV). The plan will identify, evaluate, and prioritize transportation projects that improve safety, access to schools, businesses, and bus stops, and traffic operations. Staff will present the draft plan to the committee later this year.

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AGENDA: September 2018

TO: RTC Advisory Committees
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Senate Bill 1 – Transportation Funding Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

State and federal gasoline taxes, user fees, and other revenues available for transportation projects have not kept pace with how much it costs to operate and maintain state and local transportation systems. Increased vehicle fuel efficiency and inflation have significantly diminished the value of gas tax revenues. As a result, local roads have crumbled, highways have become more congested, transit services have been cut, and the backlog of bicycle and pedestrian projects has grown. Local voters approved Measure D in 2016 and the State Legislature approved Senate Bill 1 (SB1) in 2017 to help address some of this backlog. Unfortunately, even with these new funding sources an additional \$150 million per year is needed to bring all of our road and transit infrastructure into a state of good repair, and deliver all of the transportation projects identified by the community and local agencies in the [2040 Regional Transportation Plan \(RTP\) for Santa Cruz County](#).

DISCUSSION

Senate Bill 1 and Proposition 6

Senate Bill 1, the Road Repair and Accountability Act, was approved by the state legislature in 2017 after years of analysis of options to address the backlog of road repairs, transit and other transportation infrastructure needs in the state. Anti-tax groups have placed Proposition 6, a repeal of SB 1, on the November 2018 ballot. Given the significant backlog of road repairs, transit, bicycle, pedestrian and safety projects in Santa Cruz County, at its March 1, 2018 meeting the RTC took a position **opposing efforts like Proposition 6 to repeal transportation funding**. Proposition 6 would repeal gas taxes and user fees dedicated to transportation projects, thereby eliminating funding for local, regional, and state transportation projects that were to receive fuel taxes and vehicle fees. SB1 stabilizes and indexes the per gallon gas tax, which dropped from 21 cents to 9.8 cents per gallon between 2013 and 2017 due to fluctuating gasoline prices. For the SB1 Vehicle Registration Fee (VRF), 85% of all cars registered will pay less than \$50 annually. When considering the fuel efficiency of the average vehicle, the average miles

driven per day, and average age of most vehicles, in total, the average motorist will pay \$8-12 per month. In June voters approved Proposition 69: the California Transportation Taxes and Fees Lockbox which ensures that SB1 funds are not diverted for non-transportation purposes.

Since SB1 went into effect last fall, SB 1 funds have been used on highway, active transportation, regional road, transit and rail projects, allocated through formula funds, competitive programs, and the State Transportation Improvement Program. Monies are being used by cities, counties, Caltrans, and transit agencies statewide to make road repairs and maintain services. If Proposition 6 is approved by a majority of voters, over \$25 million for annual investments in Santa Cruz County's transportation infrastructure would be lost.

To date, local cities and the County of Santa Cruz have used SB1 funds to repair storm-damaged county roads, repave local city streets and rebuild sidewalks. SB 1 has also provided funding to Santa Cruz METRO for buses that need to be replaced in order to maintain and improve the reliability of bus service. Passage of Proposition 6 in November would require transportation agencies statewide to delete, delay, or downscale projects currently anticipated to be constructed, including projects that are partially funded by Measure D and \$24 million in RTC-selected State Transportation Improvement Program (STIP) projects.

A list of projects currently funded by SB1 and anticipated to be funded by SB1 in the future is included as Attachment 1. Major Santa Cruz County projects include:

- Local street and road projects – Over \$7 million per year from SB1
- Transit projects – Approximately \$3 million per year
- Highway 9 bridge replacements - \$23 million
- Highway 1/9 Intersection Improvements - \$3 million
- Highway 1 traffic flow and safety projects - \$7 to \$30 million over 5 years
- Bicycle and Pedestrian Bridges over Highway 1 at Mar Vista (\$7 million) and Harkins Slough Road (\$14 million – ATP candidate)
- Glenwood Active Transportation - trails and road rehabilitation, Scotts Valley (\$1 million).

Additional information about SB1 programs is online at: www.rebuildingca.ca.gov and included in Attachment 2.

SUMMARY

Proposition 6 on the November 2018 ballot, would eliminate funding for transportation projects by repealing Senate Bill 1 (2017). Local agencies have been using SB1 funds to address some of the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County.

Attachments:

1. Senate Bill 1 Funded Projects
2. SB1 Overview

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**SB1 Projects in Santa Cruz County:
At Risk or Will Lose Funds if Prop 6 passes**



Formula Funds that would be lost

| | | <u>AT RISK</u> | |
|---|-------------|--|--------------------|
| Transit - Formula Funds for Transit Projects/Services | | <u>Annual \$</u> | <u>Description</u> |
| State Transit Assistance (STA) -SB1 supplemental | \$1,920,000 | METRO is using these funds to replace buses in order to maintain bus service | |
| Local Partnership Program (LPP) | \$310,000 | | |
| State of Good Repair (SOG) | \$670,000 | | |
| | | \$2,900,000 | |

Road Maintenance and Rehabilitation Account (RMRA) - Local Streets and Roads (Annual)

| | | | |
|---------------|-------------|--|--|
| Capitola | \$180,000 | Projects selected by city councils and Board of Supervisors during public meeting (list of approved projects FY17/18 and FY18/19 available from local jurisdictions) | |
| Santa Cruz | \$1,150,000 | | |
| Scotts Valley | \$220,000 | | |
| Watsonville | \$940,000 | | |
| County of SC | \$4,690,000 | | |
| | | \$7,200,000 | |

| | | |
|---|-----------|--|
| Local Partnership Program (LPP) - Measure D match (annual) | \$310,000 | FY17/18-18/19 funds use to repair County roads - Branciforte and Granite Creek |
|---|-----------|--|

| | |
|--|---------------------|
| Total ANNUAL Formula Funds (based on FY18/19 estimates) | \$10,400,000 |
|--|---------------------|

Projects Approved for SB1 Competitive Grants

| | <u>SB1 \$ at RISK</u> | <u>Description</u> |
|--|-----------------------|---|
| Lincoln Street Safety Improvements, near Watsonville High | \$500,000 | Active Transportation Program (ATP) |
| San Lorenzo Riverwalk Lighting, City of Santa Cruz | \$952,000 | Active Transportation Program |
| Scotts Valley: Glenwood Active Transportation | \$1,000,000 | LPP-Competitive Program |
| Felton Nature Discovery Park Trail: Construction and Landscaping | \$87,000 | ATP/CCC: County of Santa Cruz Parks Dept project near new Felton Library; Conservation Corp portion of \$600k project |
| Heart of Soquel Trail Extension and Improvements | \$174,000 | ATP/CCC: County of Santa Cruz Parks Dept project; Conservation Corp portion of \$500k project |

SHOPP & STIP Projects (programmed FY18/19-22/23 - funds at risk)

| | | |
|--|---------------------|---|
| Road Maintenance and Rehabilitation Account (RMRA) - State Highway Operation and Protection Program (SHOPP) | \$14,000,000 | Avg. annual new funds available for safety and maintenance projects on local highways |
| Santa Cruz 1 Davenport Culvert Replacement Drainage Project | \$8,300,000 | Replace and upgrade culverts on Hwy 1 near Davenport |
| Santa Cruz 17 CAPM Pavement Project | \$19,000,000 | Repave 26 miles of State Route 17 (Santa's Village Road to Sta Clara County line) |

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| | | |
|--|--------------|---|
| Santa Cruz 9 San Lorenzo River & Kings Creek Bridges Project | \$23,200,000 | Replace the Hwy 9/San Lorenzo River Bridge and the Kings Creek Bridge north of Boulder Creek |
| Traffic Management System Detection Repair Mobility Project | \$5,500,000 | Traffic management system - replace traffic monitoring field elements on Highway 1 and Highway 17 |

State Transportation Improvement Program (STIP) - projects not yet allocated - funds will no longer be available for most of these projects if Prop 6 passes

| | | |
|---|-------------|---|
| MBSSST- Segment 18, Watsonville | \$950,000 | Rail Trail in Watsonville |
| Water Street Pavement Rehabilitation | \$398,000 | City of Santa Cruz |
| State Routes 1/9 Intersection Improvements | \$2,853,000 | Turn Lanes, operational improvements, bicycle lanes |
| Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge | \$6,000,000 | New auxiliary lanes and new bike/ped access over highway |
| Cruz511 Traveler Information and Rideshare Program | \$150,000 | Program provides carpool, transit, telecommute and traveler information |
| RT 1 Mar Vista Bike/Ped Overcrossing | \$6,779,000 | Bike/ped overcrossing |
| River Street Pavement Rehabilitation | \$775,000 | City of Santa Cruz |
| Highway 17 to Soquel Corridor Roadway Preservation | \$800,000 | County of Santa Cruz |
| Zayante Road Corridor Roadway Preservation | \$950,000 | County of Santa Cruz |
| Scotts Valley Area Routes Roadway Preservation | \$832,000 | County of Santa Cruz |
| Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd) | \$1,550,000 | City of Watsonville |
| SR1-State Park to Bay/Porter Auxiliary Lanes | \$1,830,000 | New auxiliary lanes (environmental review) |
| Total STIP Projects at Risk (FY18/19-22/23) | | \$24,000,000 |

SB 1 Planning Grants

| | | |
|--|-----------|---|
| AMBAG Sustainable Communities Planning | \$315,000 | Sustainable Communities Formula Grant to AMBAG for multimodal transportation and land use planning associated with development and implementation of the tri-county Sustainable Communities Strategy (SCS) |
| City of Watsonville Complete Streets to Schools Plan | \$321,000 | SB 1 Sustainable Communities Grant. Identify barriers and prioritize projects to increase multimodal transportation at 15 City schools to help increase student biking, walking and transit use, and make it safer. |
| Santa Cruz County Complete Streets to Schools Plan | \$367,000 | SB 1 Sustainable Communities Grant. Plan for multimodal transportation in Scotts Valley and urban areas in unincorporated County of Santa Cruz near 19 schools. |
| City of Santa Cruz - West Cliff Drive Adaptation and Management Plan | \$343,000 | SB 1 Adaptation Planning Grant. Assess options to protect West Cliff Dr from strong waves, including assessment of the roadway and path, the efficacy of riprap, and stones buttressing the cliffs. |

| | |
|---|----------------------|
| 5-year Total At Risk (low estimate)* | \$126,000,000 |
| Annual avg | \$25,000,000 |

*Unescalated amount. If additional competitive grants received, 5-year unescalated total would be up closer to **\$135-165 million**

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Some of the Other Major Projects - Anticipated to receive SB1 Funds over the next 5-10 Years

| | | |
|---|-------------------|---|
| Highway 1 Auxiliary Lanes | TBD (\$5-35M) | Measure D will be used to leverage state funds |
| Monterey Bay Sanctuary Scenic Trail Network (MBSST) | TBD (\$25-75M) | Live Oak-Seabright is candidate for Cycle 4 ATP; Measure D will be used to leverage state funds for this and other sections of trail |
| Transit Service Expansion | TBD | Countywide |
| Highway 9/San Lorenzo Valley (SLV) Corridor Improvements: Various bike, pedestrian, transit, intersection, and safety projects. | TBD | Includes priorities identified by the community through the Highway 9/SLV Corridor Plan |
| Highway 1/Harkins Slough Road Bicycle/Pedestrian Bridge | \$14 million | Harkins Slough Road from the intersection with Green Valley Road and Silver Leaf Drive to Pajaro Valley High School |
| MBSST Segment 8 & 9, Live Oak-Seabright | \$23 million | Rail Trail multiuse path between the Pacific Avenue in the City of Santa Cruz and 17th Avenue in Santa Cruz County. |
| Green Valley Road Pedestrian Improvements | \$2.6 million | Construct 2362 lf of sidewalk along the west side of Green Valley Road from Holohan Rd to Amesti Rd and from Cowles Road to Pinto Lake Road. |
| Safe Routes to Schools Projects | \$2-3 million | School and community-based programs to improve safety and incerase walking and biking. |
| Highway 17 Express Fare Solution and Capacity Increase | \$6.6 million | Improved transit services through an integrated mobile ticketing fare collection system, improved boardings and improved commuter style coaches to expand service and provide connectivity between Santa Cruz and the San Jose Diridon Train station with Amtrak Thruway bus, Capital Corridor and Caltrain |
| SR 17 Access Management Improvements | TBD | Implementation of the SR17 Access Management Plan - may include new interchanges over Hwy 17 between Vine Hill Road and Old Santa Cruz Hwy |
| SR 1 Operational Improvements for Transit (Bus on Shoulders) | \$8 million | Upgrade shoulder to allow for use by METRO buses between interchanges. |
| SR 1 San Lorenzo River Bridge Widening | \$20 million | Replace the Highway 1 bridge over San Lorenzo River improve vehicle flow, safety, seismic stability, and fish passage. |
| Hwy 17/ Vine Hill School Rd Bike/ped Overcrossing, Scotts Valley | TBD | Part of the Hwy 17 Access Management Plan |
| Watsonville Downtown Revitalization and Major Arterial Upgrades | \$8 million | Implementation of projects to improve walking, biking, and circulation downtown and on Airport Blvd, Freedom Blvd, Green Valley Road, etc. |

Rebuilding California

SENATE BILL 1



SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports [13,000 jobs a year](#). SB 1 gets to work putting people to work to rebuild California.

- » SB1 invests \$5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.
- » SB1 funds will be protected under a constitutional amendment (ACA 5), which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in November 2018.

WHERE IS THE MONEY GOING?

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: **\$26 billion**. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:



Maintenance and Rehabilitation of the State Highway System: **\$1.8 billion**



New Funding to Transit Agencies to help them increase access and service and build capital projects: over **\$750 million**



Maintaining and Repairing the State's Bridges and Culverts: **\$400 million**



Trade Corridor Enhancement Program: **\$300 million**

Money from this new program will fund freight projects along important trade corridor routes.



Repairs to Local Streets and Roads: **\$1.5 billion**



Solutions for Congested Corridors Program: **\$250 million**

Money from this new program will go to projects from regional agencies and the state that will improve traffic flow and mobility along the state's most congested routes while also seeking to improve air quality and health.



**Matching Funds for Local Agencies:
\$200 million**

This money will go to local entities who are already making their own extra investment in transportation. These matching funds will support the efforts of cities and counties with voter-approved transportation tax measures.



Local Planning Grants: \$25 million

Addresses community needs by providing support for planning that may have previously lacked funding. Good planning will increase the value of transportation investments.



**Bike and Pedestrian Projects:
\$100 million**

This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).



**Transportation-Related Research at
State Universities: \$7 million**

Research will help identify cost-effective materials and methods to improve the benefits of transportation investments.



Freeway Service Patrol: \$25 million

Assists stranded motorists on the most congested freeways to keep drivers moving during peak hours.



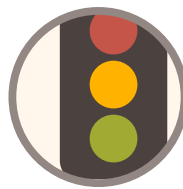
**Workforce Training Programs:
\$5 million**

Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates. California needs to ensure there is a ready workforce to carry out these transportation projects coming down the way.

CALTRANS HAS COMMITTED TO REPAIR OR REPLACE BY 2027:



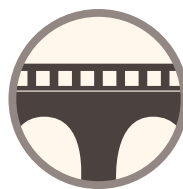
17,000 miles of pavement, almost a third of the roadway owned and maintained by the state



7,700 signals, signs and sensors



55,000 culverts and drains



500 bridges

AGENDA: September 11, 2018

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Rachel Moriconi, Transportation Planner
RE: SB 1376 (Hill): Transportation Network Companies Accessibility

RECOMMENDATIONS

This item is for information only.

BACKGROUND

During the 2017-2018 Legislative Session, the California legislature has advanced Senate Bill 1376 (Hill), which would require the Public Utilities Commission (CPUC) to establish regulations relating to accessibility for person with disabilities who use transportation network company (TNC) services. Technology application-based ride hailing services, such as those services provided by transportation network companies (TNC) like Lyft and Uber, have expanded transportation options for many people.

Existing rules of the Public Utilities Commission (CPUC) require a transportation network company to allow passengers to indicate whether they require a wheelchair-accessible vehicle (WAV) or a vehicle otherwise accessible to individuals with disabilities and requires the transportation network company to submit a specified report to the Public Utilities Commission detailing the number and percentage of their customers who requested accessible vehicles and how often the transportation network company was able to comply with requests for accessible vehicles.

DISCUSSION

TNCs have provided new mobility options for people with a range of disabilities; however, according to Disability Rights California, other persons with disabilities, especially those who rely on wheelchair accessible vehicles (WAVs), have largely been excluded from the benefits of TNCs. Existing state law and the Americans with Disabilities Act (ADA) provide that individuals with disabilities are entitled to full and equal access to transportation services, whether public, private or otherwise provided. CPUC verifies ADA compliance for most commission-regulated transportation services during the licensing process. However, accessibility requirements for TNCs – which are still a relatively new industry under CPUC's jurisdiction – are unclear. Since 2013, disability access has been on a list of issues for CPUC to consider through their multi-phase proceeding on TNCs but it has not been addressed thus far. In the meantime, TNCs continue to provide transportation

services in California in a manner that may be inaccessible for certain individuals with disabilities.

SB 1376 would elevate this issue by setting a deadline for CPUC to adopt regulations requiring that TNC services be accessible to persons with disabilities, including wheelchair users.

If signed by the Governor, Senate Bill 1376 (*as amended through August 23, 2018*) would establish the following:

- Starting on July 1, 2019, the CPUC will begin conducting workshops with stakeholders, including cities, counties, disability rights organizations, persons with disability, transportation and transit agencies, social service and paratransit transportation providers, in order to determine wheelchair-accessible vehicle (WAV) demand and WAV supply and develop recommendations regarding implementation of a program related to accessibility for TNC users who need a wheel-chair accessible vehicle.
- In geographic areas identified through the above workshops, the TNC would pay a fee of at least \$0.05 dollars per TNC trip, based on the demand for WAVs within those areas, to be placed in a TNC Access for All Fund;
- A TNC may be exempted from paying the access fee if the TNC meets a CPUC-determined WAV service threshold;
- Collected funds would be allocated on a competitive basis to access providers—entities, potentially including a TNC -- that directly provide, or contract to provide, on-demand transportation to meet the needs of individuals with disabilities, including wheelchair users who need a WAV, according to geographic need as determined by CPUC stakeholder workshops.

Reports from around the country indicate that there has been a decline in wheelchair accessible ramp taxi services – an important mobility option for wheelchair users - as taxi companies struggle to compete with TNCs. This bill provides a balanced approach of directing the CPUC to give TNCs the option to either provide accessible service directly or pay a fee that would fund alternative on-demand wheelchair accessible services. Though it may be challenging to ensure that WAVs are accessible through a TNC platform (since TNC rides are provided by drivers using their own personal vehicles), the fee option would support accessible on-demand programs and partnerships, with the end result of equal access.

SUMMARY

The California state legislature has advanced Senate Bill 1376 (Hill) during the 2017-2018 legislative session. This bill aims to increase accessibility of Technology application-based ride hailing services, such as those services provided by transportation network companies (TNC) like Lyft and Uber, to people who need a wheelchair accessible vehicle (WAV). This item is included for information purposes.

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

FROM: Grace Blakeslee, Senior Transportation Planner

RE: Complete Streets to School Plans

RECOMMENDATIONS

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the Complete Streets to School Plan that will be developed by Ecology Action, in coordination with other agency partners.

BACKGROUND

California's Active Transportation Program (ATP) is a statewide grant program that encourages bicycling and walking, especially for children traveling to school and for residents of disadvantaged communities. Santa Cruz County has received ATP funding to support development of the Countywide Bicycle Signage Program and for preliminary design and environmental review for Segments 8 & 9 of the Monterey Bay Sanctuary Scenic Trail (MBSST). The E&D TAC recently supported ATP grant applications for the Westside of Santa Cruz Safe Routes to School Program and construction funding for Segment 8 & 9 of the MBSST. ATP funding is the primary source of State funding for bicycle and pedestrian improvements. Often projects identified as candidates for the ATP have been identified through a transportation planning study. Participating in planning efforts that review pedestrian needs within Santa Cruz County is one way that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) can provide input on the pedestrian needs of seniors and people living with disabilities and help inform projects that may be considered for future funding.

DISCUSSION

Ecology Action and partners are kicking off two Safe Routes to Schools planning processes this fall, one in the City of Watsonville and one in unincorporated Santa Cruz County + Scotts Valley. The Watsonville City Complete Streets to School Plan will identify barriers and recommend improvements to increase multimodal transportation at 15 schools in the City of Watsonville to help increase student biking, walking and transit use and improve safety. The Santa Cruz County Complete Streets to School Plan will identify barriers and recommend improvements to increase multimodal transportation at 19 schools in the unincorporated area of the County and Scotts Valley to help increase student biking, walking and transit use. As part of this planning effort, partner agencies - County Health Services, City Public Works, and nonprofit Ecology Action --will engage school communities in school bike/walk audits and public transit assessments. The plans will research mode splits, identify needs, list barriers to active transportation and recommend prioritized infrastructure and non-infrastructure solutions. Although the focus of this planning on school transportation, there may be overlap between the needs identified to increase biking, walking and transit use to schools and the transportation

needs of seniors and people living with disabilities. Amelia Conlen, Ecology Action, will provide information about the planning effort.

SUMMARY

Amelia Conlen, Ecology Action, will provide information about the City of Watsonville and County of Santa Cruz + Scotts Valley Complete Streets to School planning efforts.

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