



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, April 9, 2019

**Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95060 (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 February 12, 2019 — pg. 4**
- 6. Receive Transportation Development Act Revenues Report — pg. 11**
- 7. Receive RTC Meeting Highlights — pg. 12**
- 8. Receive Information Items — pg. 14**
 - a. RTC/Cruz511 Social Media Posts, March 2019. – pg. 14
 - b. *Shared Mobility and the Transformation of Public Transit*. Shared Use Mobility Center & American Public Transportation Association, 2016, www.apta.com/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf. – pg. 15
 - c. Jay Walljasper, "Focusing on Rural Livability," *AARP Livable Communities*, March 2019. – pg. 22
 - d. Patrick J. Kliger and Melissa Stanton, "Providing Rides Along Rural Roadways," *AARP Livable Communities*, March 2019. – pg. 34

- e. Jeff Speck, "Why Walkable Communities Are the Best Communities for Older Adults," *AARP Livable Communities*, October 2018. – pg. 38
- f. Ariel Gans, "Vision Zero Spurs Action Across the Bay," *The Bay City Beacon*, March 26, 2019. – pg. 41

9. Receive Pedestrian Hazard Report Summary — pg. 47

10. Recommend that the Regional Transportation Commission approve reappointment to the E&D TAC Committee — pg. 51

11. Accept correspondence from the public — None

REGULAR AGENDA

12. 1:55 pm — Receive Program Updates — pg. 54

- a. Volunteer Center — pg. 54
- b. Community Bridges
- c. Santa Cruz Metro — Santa Cruz Metro Modified Title VI Policy System-Wide Service Standards ([2/22/19 Metro Board Agenda](#) 16.1 pg. 339)
- d. SCCRTC
- e. Pedestrian Safety Workgroup — pg. 55
- f. Other

13. 2:05 pm — Appointment of Chair and Vice Chair — pg. 57

14. 2:10 pm — Metro FY19/20 & 20/21 Budget Presentation – pg. 58

15. 2:25 pm — 2019 Unmet Paratransit and Transit Needs List — pg. 143

16. 2:35 pm — City of Capitola - Brommer St. Complete Streets Improvements — pg. 154

17. 2:50 pm — Transportation Development Act Claim for Volunteer Center — pg. 173

18. 2:55 pm — Transportation Act Claim for Community Bridges — pg. 185

19. 3:00 pm — Transportation Act Claim for Santa Cruz Metropolitan Transit District — pg. 204

20. 3:10 pm — Measure D: Direct Allocation to Community Bridges Lift Line Five-Year Plan — pg. 229

21. 3:20 pm- Measure D: Regional Five-Year Plan — pg. 236

22. 3:30 pm — Adjourn

Next meeting: 1:30 pm, June 11, 2019 @ City of Watsonville Community Room B, 275 Main Street, Suite 400, 4th Floor.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
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Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

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

DRAFT MINUTES

Tuesday, February 12, 2019

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

1. Roll call

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

Members present:

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
Lori Welch-Bettencourt, 4th District

Alternates present:

Jesus Bojorquez, CTSA – Lift Line

Unexcused absences:

Jon Bailiff, Social Services Provider – Disabled
Dulce Lizarraga-Chagolla, Social Services Provider – Seniors

Excused absences:

Kirk Ance, CTSA – Lift Line
Caroline Lamb, Potential Transit User

RTC staff present:

Grace Blakeslee
Joanna Edmonds
Rachel Moriconi (by phone)
Guy Preston

Anais Schenk
Tommy Travers

Others present:

Debbie Benham, Scotts Valley resident
Jean Brocklebank, Live Oak resident
Ray Cancino, Community Bridges
Michael Lewis, Seniors Commission
Wondimu Mengistu, Metro
Theresia Rogerson, Community Traffic Safety Coalition/HSA
Sean Vienna, AMBAG

2. Introductions
3. Oral communications

Jean Brocklebank, Live Oak resident, announced that the County Disabilities Advisory Commission has an agenda item for their next meeting regarding waste management bins blocking the sidewalk. Ms. Brocklebank suggested that the E&D TAC consider adding an item regarding barriers on sidewalks to a future meeting agenda.

Member John Daugherty announced Santa Cruz Metro is hiring a Marketing, Communications, and Customer Service Director with an application deadline of February 25th and that details can be found on the Metro website.

Ray Cancino, Community Bridges, announced that Community Bridges is in the process of purchasing two new electric vehicles for Lift Line, which they will formally announce on Earth Day in April. Mr. Cancino said that this would not have been possible without the support of Measure D, E&D TAC, and the RTC.

Michael Lewis, Seniors Commission, announced that he maintains a website called Santa Cruz Online that includes a calendar and weekly review of all public meetings held in Santa Cruz County. Mr. Lewis noted that the goal of the Santa Cruz Online website is to encourage public participation in government meetings.

Member Lisa Berkowitz announced that the 6th Annual Food from the Heart fundraiser, benefiting Meals on Wheels, will be held at Chaminade Resort on March 8th from 11:30 am to 1:30 pm and that details about the event can be found on the Community Bridges website.

4. Additions or deletions to consent and regular agendas
None

CONSENT AGENDA

5. Approved minutes from October 9, 2018
6. Received RTC Meeting Highlights
7. Received Transportation Development Act Revenues Report
8. Received FY 19-20 TDA Claims Funding Cycle Calendar
9. Received Measure D Update
10. Recommended that the Regional Transportation Commission approve appointment and reappointments to the E&D TAC Committee
11. Accepted 2019 E&D TAC Roster
12. Accepted correspondence from the public
None
13. Received 2019 E&D TAC Calendar
14. Received Information Items

A motion (Kempf/Daugherty) was made to approve the consent agenda. The motion passed unanimously with members Lisa Berkowitz, Jesus Bojorquez, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Lori Welch-Bettencourt voting in favor.

REGULAR AGENDA

15. Received Program Updates
 - a. Volunteer Center – FY 18/19 TDA 1st Quarter Report
Member Tara Ireland announced that the Volunteer Center has started using a custom web-based application that will be a more effective means of making matches between their users and volunteer drivers.

- b. Community Bridges – FY 17/18 TDA 4th Quarter Report and Annual Report
Member Jesus Bojorquez shared information about Lift Line’s service that provides transportation to the Louden Nelson Center for senior fitness classes Monday through Saturday.

- c. Santa Cruz Metro

Member John Daugherty explained that the Metro ParaCruz operations status report for July, August, and September 2018 was included in the agenda packet. Mr. Daugherty announced that Metro ParaCruz riders could use their ParaCruz pass to ride fixed-route Metro buses at a discount. Committee members asked questions about Metro ParaCruz’s on-time performance over the last two years and challenges with the recruitment and retention of paratransit drivers for Metro ParaCruz, including the wage inequity between paratransit and fixed-route drivers.

- d. SCCRTC

Grace Blakeslee, Transportation Planner, announced that AMBAG’s Coordinated Public Transit-Human Services Transportation Plan was adopted and included input from the E&D TAC. Ms. Blakeslee announced that the RTC accepted the Unified Corridor Study Plan, including a preferred scenario, at the January 17th meeting and the next step is to pursue funding for projects included in the study. Ms. Blakeslee noted that there are several E&D TAC committee membership vacancies and that RTC is looking for opportunities to inform the community about membership positions. Ms. Blakeslee provided a handout with information about the North Coast Rail Trail Environmental Impact Report and the RTC proposed action on the North Coast Rail Trail Environmental Impact Report at their March 7th meeting. Joanna Edmonds, Transportation Planning Technician, provided an update regarding the distribution of the RTC’s updated Guide to Specialized Transportation.

No action taken.

- 17. Introduce New SCCRTC Executive Director Guy Preston
(Taken out of order to accommodate presenter’s schedule)

Grace Blakeslee, Transportation Planner, introduced Executive Director Guy Preston to the committee. Executive Director Preston provided information about his previous employment and project delivery experience. Mr. Preston shared his appreciation for programs like ParaCruz and Lift Line as well as the attendance and level of participation in the E&D TAC. Veronica Elsea, chair, thanked Mr. Preston for coming to the meeting and shared that she looks forward to a good working relationship with the committee.

No action taken.

16. Cruz511 Update

Grace Blakeslee, Transportation Planner, introduced Anais Schenk, Transportation Planner and Cruz511 Program Manager, and explained that this presentation is brought to the E&D TAC to provide information about RTC program activities and programs focused on pedestrian safety issues. Ms. Schenk explained that the next phase of modernizing Transportation Demand Management (TDM) efforts is to provide improved access to mobility services. The RTC released an RFP for a "Commute Manager" platform and expects to begin work with the selected vendor in March of this year.

Committee members discussed the need for the platform to be accessible and inclusive for all users, including the elderly and disabled population, and requested that the platform provide information about Lift Line, ParaCruz, and other paratransit services.

No action taken.

18. Preliminary Draft 2019 Unmet Needs

Grace Blakeslee, Transportation Planner, explained that each year the E&D TAC voluntarily produces a list of unmet paratransit and transit needs in Santa Cruz County, referred to as the Unmet Needs List. The committee reviews the preliminary draft of the Unmet Needs List in February, the committee discusses updates to the Unmet Needs List in April, and the RTC considers adoption of the final Unmet Needs List at the May RTC meeting.

Committee members considered adjusting the timeline for development of the Unmet Needs List to align with the introduction and discussion of legislation bills at the State level. Committee members discussed updates to the 2018 Unmet Needs List, including electrification of vehicles and infrastructure for the Consolidated Transportation Services Agency (CTSA) and Metro, safe paths of travel to key destinations, taxi scrip, and Transportation Network Companies (TNCs such as Uber and Lyft) as 1st/last mile solutions.

No action taken.

19. Cap and Trade-Low Carbon Transit Operations Program (LCTOP)

Rachel Moriconi, Transportation Planner, explained that the California Legislature has established a Low Carbon Transit Operations Program (LCTOP) to distribute revenue from the sale of carbon emission credits (Cap & Trade funds) for transit operations and capital projects that reduce greenhouse gases and improve mobility, with an emphasis on serving disadvantaged communities (DAC). Ms. Moriconi explained that funds are apportioned by

formula to regional agencies (RTC) and transit agencies. Ms. Moriconi provided examples of eligible projects, such as new or expanded transit service, new or improved transit facilities, electronic fare equipment, bike lockers, free/discounted passes or vouchers, and purchase of zero-emission buses and charging infrastructure. Ms. Moriconi explained that the program requires outreach efforts to be made to community-based organizations and asked that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) identify priorities for LCTOP funds which will reduce greenhouse gas emissions, possibly including items from the Unmet Needs List, for this year or future years.

Ray Cancino, Community Bridges, shared that their agency is located within the DAC area in Watsonville and that they are in the process of preparing a new location for vehicle storage where they are looking to install solar panels and charging stations that could also be used by Santa Cruz Metro and Monterey-Salinas Transit. Community Bridges is also looking to purchase an additional electric vehicle. Wondimu Mengistu, Santa Cruz Metro, shared that Metro intends to apply for the full amount of LCTOP funds to develop and install electric charging infrastructure and a battery storage facility likely at the Metro facility on River Street. The committee members discussed the potential greenhouse gas reduction benefits of transit programs serving the elderly and people living with disabilities.

A motion (Kempf/Welch-Bettencourt) was made to recommend that the RTC consider LCTOP funding for free fixed route transit rides for ADA paratransit eligible passengers and promote electrification of transit and paratransit services, including charging stations and vehicles. The motion passed with members Lisa Berkowitz, Jesus Bojorquez, Veronica Elsea, Tara Ireland, Clay Kempf, and Lori Welch-Bettencourt voting in favor and member John Daugherty voting against.

20. Draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan

Rachel Moriconi, Transportation Planner, requested that committee members provide input on the Draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan. Ms. Moriconi noted that the plan is available on the RTC website, that two open houses took place in January and February, a public hearing was held at the February RTC meeting, and that input received before February 15th would be considered for the final plan. Joanna Edmonds, Transportation Planning Technician, shared that there is also an online survey on the RTC website and asked that committee members share this information with friends and colleagues who live in the San Lorenzo Valley. Staff agreed to

distribute a copy of the Highway 9 Complete Streets Plan presentation to committee members.

No action taken.

21. Pedestrian Safety Work Group Update

Veronica Elsea, Chair, announced that the next Pedestrian Safety Work Group meeting will be in March, and that there would be more of an update at the committee's April meeting.

No action taken.

22. Notice Chair and Vice Chair election

Veronica Elsea, Chair, announced that the Chair and Vice Chair election will be at the committee's April meeting.

No action taken.

23. Adjourn

Meeting adjourned at approximately 4:09 pm.

The next E&D TAC meeting is scheduled for Tuesday, April 9, 2019 at 1:30 p.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Joanna Edmonds, Staff

E&D TAC April 9, 2019 - Item 6

SANTA 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	670,376	-115,404	-14.69%	114.81%
SEPTEMBER	1,146,538	1,158,003	886,090	-271,913	-23.48%	97.30%
OCTOBER	665,500	672,155	1,276,595	604,440	89.93%	116.73%
NOVEMBER	887,300	896,173	577,500	-318,673	-35.56%	105.30%
DECEMBER	959,017	968,607	905,920	-62,687	-6.47%	103.05%
JANUARY	655,100	661,651	877,694	216,043	32.65%	106.47%
FEBRUARY	873,500	882,235	816,270	-65,965	-7.48%	104.61%
MARCH	855,723	929,364	861,435	-67,929	-7.31%	103.14%
APRIL	564,300	638,787				
MAY	854,103	851,681				
JUNE	777,152	574,948				
TOTAL	9,599,733	9,608,719	7,780,243	236,940	2.47%	81%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2019\FY2019 TDA Receipts.xlsx\FY2019



E&D TAC April 9, 2019 - Item 7

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Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) February 07, 2019 Meeting Highlights

PUBLIC HEARING: Draft Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan

The RTC held a public hearing and received input on the [draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan](#). The draft plan identifies, evaluates, and prioritizes transportation concepts that provide safety, access to schools, businesses, bus stops, and traffic operations. Comments received by February 15, 2019 via an [online survey](#) or sent to slvplan@sccrtc.org will be considered during development of the final plan.

2019 State and Federal Legislative Programs

The RTC approved the State and Federal Legislative Programs to guide analysis of state and federal legislative or administrative actions that could impact transportation projects in Santa Cruz County. The legislative priorities recommended for 2019 focus on transportation funding, safety and speed limits, and project implementation.

Highway 1 Corridor Investment Program – Next Steps

The RTC received an update on design work of the 41st/Soquel Auxiliary Lanes, Chanticleer Bike/Ped Overcrossing project and Bus on Shoulder Concept of Operations.

March 07, 2019 Meeting Highlights

PUBLIC HEARING: Certification of the Final Environmental Impact Report (FEIR) for the 7.5-mile North Coast Rail Trail Project and Selection of the “Proposed Project” (Coastal Side) as the Preferred Alternative.

The RTC held a public hearing and adopted a resolution to:

- a. Certify the Final Environmental Impact Report for the [North Coast Rail Trail](#) as being compliant with the California Environmental Quality Act (CEQA); and
- b. Select the “Proposed Project” (Coastal Side) as the preferred alternative; adopt CEQA Findings and a Statement of Overriding Considerations; and adopt the Mitigation Monitoring and Reporting Program with errata to address minor changes.

E&D TAC April 9, 2019 - Item 7

Fiscal Year 2018-19 Cap and Trade-Low Carbon Transit Operations Program (LCTOP)

The RTC approved projects to receive the RTC's Fiscal Year (FY) 2018-19 share of Low Carbon Transit Operations Program (LCTOP) funds (\$511,315), designating \$218,710 to Santa Cruz METRO for electric bus charging infrastructure and battery storage and \$292,605 to Community Bridges Lift Line for an electric paratransit vehicle and charging equipment. These projects will help reduce greenhouse gas emissions in Santa Cruz County and are funded by California's cap-and-trade carbon emission credits.

Appointments to the Elderly & Disabled Transportation Advisory Committee (E&D TAC)

The RTC approved the following E&D TAC members:

Deborah Benham	5 th District
John Daugherty	METRO
Veronica Elsea	3 rd District
Caroline Lamb	Potential Transit Users (60+)



Cruz511 Traveler Information
Published by Joanna Edmonds [?] · February 22 at 3:32 PM · 

Looks like there will be perfect bike riding weather this weekend! If you go out on a ride, remember to keep crosswalks free and clear for pedestrians when you are stopped. For more Bicycle Safety tips see <https://bit.ly/2T3lwWV>



192

People Reached

7

Engagements

Boost Post

 Chrissie N Dougie Bowman

1

Comment

 Like

 Comment

 Share





Cruz511 Traveler Information
Published by Joanna Edmonds [?] · February 28 at 1:09 PM · 

Taking a walk is a great way to get outside and get some exercise! During these shorter winter days, visibility can be reduced so make sure to wear reflective and visible clothing. For more Pedestrian Safety tips see <https://bit.ly/2T3lwWV>



129

People Reached

1

Engagement

Boost Post

 Like

 Comment

 Share



14

TCRP J-11/TASK 21

SHARED MOBILITY AND THE TRANSFORMATION OF PUBLIC TRANSIT

RESEARCH ANALYSIS

PREPARED FOR:

American Public Transportation Association
Darnell Grisby, Director, Policy Development and Research

SUBMITTED TO:

The National Academies
Transportation Research Board
Transit Cooperative Research Program
NAS Program Officer: Dianne Schwager

SUBMITTED BY:

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www.sharedusemobilitycenter.org



The information contained in this report was prepared as part of TCRP Project J-11, Task 21, Transit Cooperative Research Program.

SPECIAL NOTE: This report IS NOT an official publication of the Transit Cooperative Research Program, Transportation Research Board, National Research Council, or The National Academies.

KEY FINDING 4

THE PUBLIC SECTOR AND PRIVATE MOBILITY OPERATORS ARE EAGER TO COLLABORATE TO IMPROVE PARATRANSIT SERVICE USING EMERGING APPROACHES AND TECHNOLOGY.

While a number of regulatory and institutional hurdles complicate partnerships in this area, technology and business models from the shared mobility industry can help drive down costs, increase service availability, and improve rider experience.

Paratransit and other community transportation services—which often take the form of subsidized door-to-door trips in wheelchair-accessible shuttles and taxis—play a vital role in serving older adults and persons whose disabilities prevent them from readily accessing traditional public transit. These services are highly regulated and expensive to operate, and both demand and costs are rising steeply. A recent FTA study found that between 1999 and 2012, the annual number of ADA paratransit trips increased from 68 million to 106 million, while the average cost increased from \$14 to \$33 per trip (a cost increase of 138 percent, compared with an increase in the unit cost of fixed-route bus service of 82 percent over that same period).¹⁶

Representatives from both public transit agencies and private operators interviewed for this study expressed a strong interest in finding ways to harness emerging shared-use models and technology to improve mobility, lower costs, and improve the rider experience associated with paratransit service. Slowing the growth of costs could have a major impact on public transit agencies' operational costs.

The technologies and business models of the new shared-use modes will likely find applicability to paratransit in two main ways:

First, individual technologies developed for new shared mobility services can be folded into existing paratransit operations as part of the ongoing technical evolution of the sector. Some applicable methods and technologies include:

- Interactive reservation, confirmation, schedule adjustment and cancellation systems;
- Dynamic dispatch and routing of vehicles;
- Route combination for riders with similar origins/destinations;
- App-based payment integrated into reservation systems;
- Ability to track vehicle arrival and share trip details, location, and estimated arrival time with caregivers or other third-parties; and
- Real-time customer feedback.

The second, and perhaps more revolutionary, application would be the direct provision of transportation services to persons with disabilities by new ridesourcing or microtransit providers. While this might seem like an extension of traditional taxi subsidies or dial-a-ride forms of demand response transportation, fundamental differences in the underlying business models make this more complicated—while offering the possibility for greater positive change if certain questions can be resolved.

¹⁶ FTA Report No. 0081: Accessible Transit Services for All (2014), p. 13

¹⁷ TCRP Report 121: Toolkit for Integrating Non-Dedicated Vehicles in Paratransit Service (2007), pp. 7-8

¹⁸ Final rule at 49 CFR 655 (2013). Testing is required for organizations funded under Secs. 5307, 5309, and 5311, the major public transportation funding programs. Section 5310 organizations (which provide services specifically for the elderly and people with disabilities) are exempt from the testing requirements only if they do not provide any services for an agency funded under the other programs.

COMPLEXITIES OF DIRECT PARATRANSIT PROVISION BY RIDESOURCING COMPANIES

Much of the complexity regarding the role of current ridesourcing business models as they relate to public transportation springs from the nature of drivers' relationships with the ridesourcing companies (i.e., whether they are employees or independent contractors), which is currently being litigated in several jurisdictions. As long as drivers are considered independent contractors who can be provided with incentives, but cannot be subject to employment conditions, several hurdles make it difficult for ridesourcing companies to begin providing contracted paratransit services using federal monies. Those include:

- FTA-required drug and alcohol testing, which applies to any party contracted to provide transportation services for a public transit agency.¹⁷ Testing is required for operators, dispatchers, and maintenance personnel for transit agencies or contractors receiving FTA funding, including taxi companies in a contractor (rather than vendor/ voucher) relationship.¹⁸
- Liability and occupational safety relating to transfers and loading/unloading of non-ambulatory riders. There is potential for injury for both drivers and passengers if drivers are not properly trained to help people with impaired mobility to load, unload and secure their wheelchairs.
- Requirements for accepting accessible rides and for accommodating wheelchairs or service animals. Ridesourcing companies have had inconsistent results in this area.



- Heightened vehicle safety and inspection requirements and insurance costs associated with ADA provision and the transportation of fragile individuals. This goes beyond already fraught questions about the applicability of non-commercial insurance in ridesourcing provision.

Even if the employment question is resolved, other considerations remain if ridesourcing or microtransit companies move into direct paratransit provision, such as:

- Fleet-level accessibility requirements. Unlike fixed-route transit fleets, which must be 100 percent accessible, demand-responsive transit service can be delivered with a fleet that is a mix of accessibility levels, as long as the level of access provided to riders with disabilities is equivalent to the level of service it provides to riders without disabilities.¹⁹
- Buy America provisions. Most federally funded rolling stock procurements above \$100,000 are subject to the requirement that vehicles and components be substantially manufactured and assembled in the United States. While there is some flexibility in the application of these requirements and waivers are available, the auditing requirements can add significantly to the unit cost of the kinds of smaller vehicles used for paratransit or other demand-responsive services.²⁰

The clearest way to address the first set of questions in the immediate term is for existing paratransit providers to license portions of these new ridesourcing technologies and deploy them using employees who are trained to work with riders who have with disabilities. In the long term, public agencies can perhaps reform or create new classes of regulation for emerging models to encourage greater innovation from the private sector to help improve paratransit provision.

PUBLIC TRANSIT AGENCIES CAN BUILD ON THE INNOVATIONS OF SHARED-USE MODES FOR PARATRANSIT

A close reading of the regulations and a survey of the policies and practices of paratransit systems across the country indicate that there are a number of applications for emerging shared-use models and associated technologies in serving ADA rides. These include:

Bringing reservation systems into the 21st century

The paratransit sector is ripe for change in the area of reservations. For instance, the FTA found in 2014 that fewer than 15 percent of paratransit systems used voice-interactive or web-based applications for reservations, with electronic fare collection similarly slow

¹⁹ 49 CFR 37.77(b)

²⁰ National Cooperative Highway Research Program Research Results Digest 319: "Buy America Issues Associated with Procurement of Paratransit Vehicles Using FTA Funds" (2007)

²¹ FTA Report No. 0081 (2014), p. 8

to be taken up.²¹ Telephone reservations will always need to remain available for reasons of accessibility, but considerable staff costs could be saved by the wider use of electronic customer interfaces. A number of public transit agencies, including Capital Metro in Austin, have opened app- or web-based reservation systems for customers who are able to use those options, while also preserving their live telephone reservation systems.

Use of “concierge services”

In several cities, shared mobility providers are piloting services that act as a human front-end to an electronic service interface for customers who want to access these services but either don’t have a smartphone or can’t use the default interface. Since it ultimately delivers the request to a ridesourcing provider, this is at present outside the realm of paratransit. But paratransit providers who move to dynamic reservation systems could use this option. Together with automated scheduling and rapid improvements in routing software (which are being quickly taken up by paratransit agencies), this could reduce reservation staff requirements.

Provision of same-day paratransit rides

Paratransit provision is governed by rules requiring advance reservation periods. These requirements generally end the calendar day before a ride, resulting in a customer experience marked by inflexibility and foreclosing the possibility of spontaneous choices. However, FTA guidelines rules do not actually prohibit same-day service. Instead, it would be considered “premium service” and not governed by the usual rules regarding complementary paratransit, including restrictions on service areas, fares, and permissibility of limiting riders based on purpose. A number of paratransit agencies are already providing such services to ADA-eligible passengers.



Make greater use of feeder paratransit

Feeder paratransit service (rides to and from transit, rather than door-to-door service) is fairly rare now, likely because of expense and the additional trip time caused by transfers. More efficient linkages arising from the kinds of opportunities described above could make it a more useful format, and make more efficient use of existing transit infrastructure.

PRIVATE SECTOR PROVIDERS CAN IMPROVE AND INNOVATE ADA SERVICES

At present, new technology-enabled services for passengers with disabilities might not necessarily be provided within a strictly paratransit context, but they could still serve many of the same customers and do so with greater flexibility and better customer service.

Niche services

Service models are beginning to emerge that recognize the different needs of passengers with disabilities, and the higher standards required of the drivers who work with them. Services like SilverRide (which is focused on older adults who can no longer drive, or prefer not to) hire and train drivers to accommodate the specific needs of their customers, including training in first aid, safe lifting and transfers, and improved communication. Companies like Shuddle and HopSkipDrive (which are essentially ridesourcing for children, with extra training and outside certification of drivers) provide examples of how the shared mobility industry is creating new models to accommodate populations with specific needs and vulnerabilities. They are doing so in an area that could be bolstered by improved federal guidance. However, the role of such services in relation to formal paratransit provision with federal funds involved is still evolving.

Incentives to drivers for taking accessible rides and using accessible vehicles

Many of the most innovative features of new shared-use modes, and ridesourcing in particular, are based on the idea of using incentives to produce desired outcomes. To better serve riders with disabilities, companies could provide a way to request drivers willing to accommodate specific needs, and offer incentives for drivers to provide the needed services. Such a system would work best if there are clear regulations that encourage companies to provide universally accessible service.

Make accessible interfaces standard

Riders might not necessarily want to use paratransit, but in many places it is the only option for people who can't drive themselves. By making sure that accessible interfaces are available (i.e. interfaces that can easily be used with a screen-reader, and don't require dropping a pin or dragging a map), shared mobility providers could make their services useful for a wider range of customers.

AARP LIVABLE COMMUNITIES (/LIVABLE-COMMUNITIES/)

Tool Kits & Resources



Focusing on Rural Livability

Residents and representatives of rural areas and small towns discuss what livability looks like — and what it means — for older adults and people of all ages in America's nonurban communities

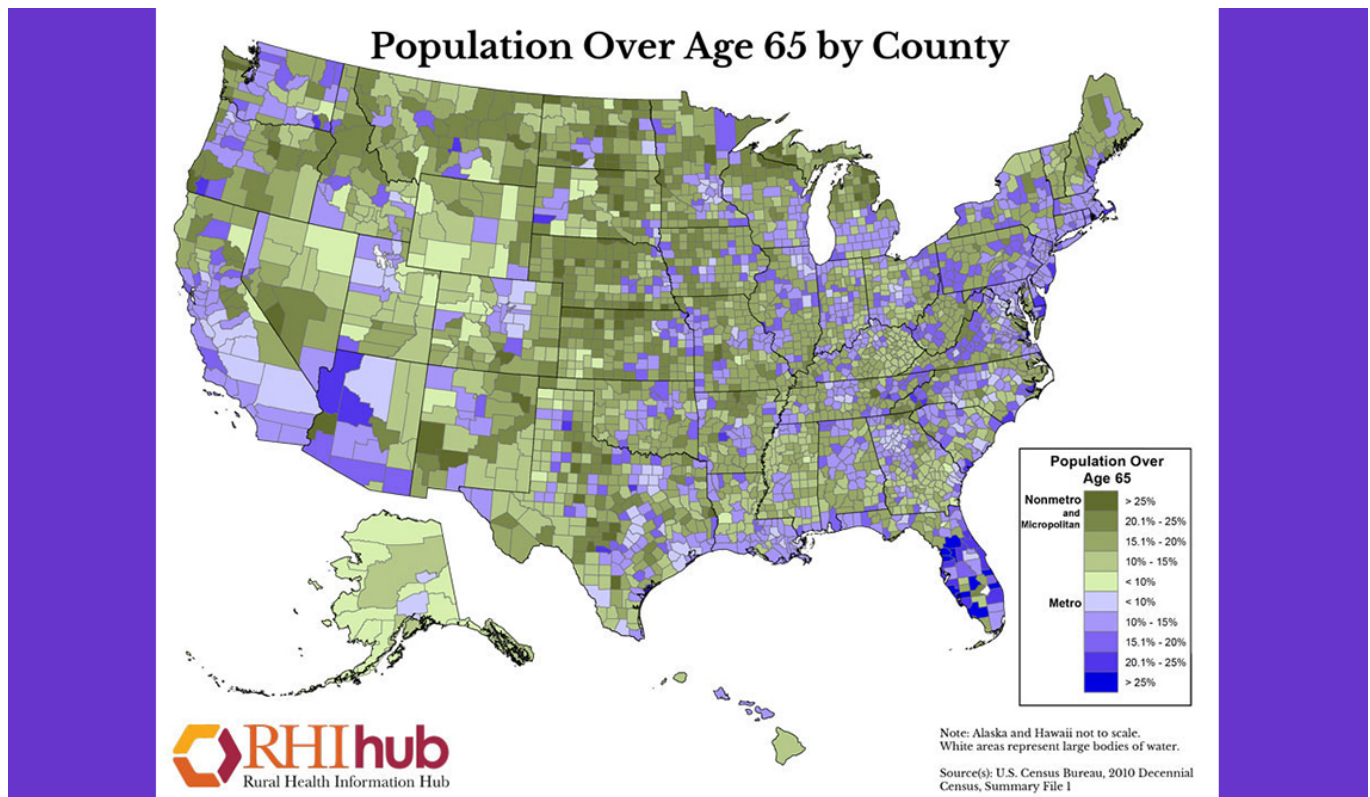
by Jay Walljasper, **AARP Livable Communities (/livable-communities/)**



PHOTO BY MELISSA STANTON, AARP

After reading this article, check out this photograph and others in our rural communities slideshow. (The link is at the bottom of this page.)

Rural America is Aging



(<https://www.ruralhealthinfo.org/rural-maps/mapfiles/population-over-age-65-county.jpg>)

FROM RURALHEALTHINFO.ORG

In several Maine, Nevada, Montana and Nebraska counties more than 25 percent of residents are older than 65.

The darker green areas on this map from the Rural Health Information Hub

(<https://www.ruralhealthinfo.org/>) represent counties where more than 20 percent of the population is over age 65. Click on the image to see the larger map.

A key portion of America's demographic future is showing up first in rural areas, where a greater proportion of the population is older than, on average, residents of urban areas. "Rural areas are aging at a faster rate than the general population," notes the Rural Health Insurance Hub (<https://www.ruralhealthinfo.org/toolkits/aging/1/demographics>), adding that "older adults also disproportionately live in rural areas."

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In 2010, one-quarter of all Americans age 65 or older lived in small towns and rural communities and that number is growing. In reporting that the population of people age 85 or older will more than triple from 5.8 million in 2010 to 19 million in 2050, the [Housing Assistance Council](http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf) (<http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf>) declares, "This change will have profound implications in rural regions which already have a larger share of seniors and a smaller share of social services than suburban and urban communities."

The realities of rural aging are playing out nationwide, and the states with the largest percentages of older rural and small town residents can be found in every region. The [top 10 such states](http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf) (<http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf>) are Delaware, Florida, Iowa, Oregon, Maine, Arizona, North Dakota, Virginia, Minnesota and Nebraska.

Those stats and realities served as the backdrop for several sessions and a wide-ranging focus group conversation at the [AARP Livable Communities National Conference](http://www.aarp.org/livable-communities/about/info-2018/livable-communities-national-conference-2018.html) ([/livable-communities/about/info-2018/livable-communities-national-conference-2018.html](http://www.aarp.org/livable-communities/about/info-2018/livable-communities-national-conference-2018.html)), held in Charlotte, North Carolina, in November 2018. The [LOR Foundation](https://lorfoundation.org/) (<https://lorfoundation.org/>), whose mission is to support the prosperity and preserve the character of rural communities throughout the Mountain West, was a conference sponsor. With 5 million member households located outside of large urban or suburban areas, AARP is one of the largest organizations representing rural and small town residents.

The Survey Says ...

A survey by the LOR Foundation found that urban and suburban dwellers were twice as likely as those living in rural areas to say the quality of life in their community had *declined* over the past year.

Eighty-five percent of the survey respondents — drawn from the conference's attendees and subscribers to the [AARP Livable Communities e-Newsletter](https://cp.email.aarp.org/lc_signup_form) (https://cp.email.aarp.org/lc_signup_form) — were age 55 or older. The survey was conducted in November-December 2018.

As the importance of community livability for people of all ages becomes more evident across the United States, it's critical for elected officials, local leaders, businesses and nonprofits to fully understand the issues, challenges and opportunities facing rural communities.

"The overwhelming majority of rural seniors desire to age in place," states the Housing Assistance Council in its report [*"Housing an Aging Rural America: Rural Seniors and Their Homes"*](http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf) (<http://www.ruralhome.org/storage/documents/publications/rrreports/ruralseniors2014.pdf>). "Unfortunately, aging in place can prove difficult in rural regions where spread-out geographies and a lack of public transportation make accessing needed supportive services and amenities difficult. Home retrofits are often

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necessary for many seniors as their homes may become less accessible as they age, although these can be cost-prohibitive. Furthermore, seniors' incomes do not always match their housing costs, decreasing their ability to remain in their homes."

Despite the many challenges that need addressing in rural communities, the AARP-LOR focus group — which included community leaders and AARP staff and volunteers from a dozen states stretching from Maine to New Mexico — painted a vivid portrait of rural life today and what smaller communities can do to ensure a bright future.

The gathering's optimism about rural America was validated a month later when a [Gallup Poll](https://www.washingtonpost.com/business/2018/12/18/americans-say-theres-not-much-appeal-big-city-living-why-do-so-many-us-live-there/?utm_term=.efe0f651b72fhttps://www.washingtonpost.com/business/2018/12/18/americans-say-theres-not-much-appeal-big-city-living-why-do-so-many-us-live-there/) (https://www.washingtonpost.com/business/2018/12/18/americans-say-theres-not-much-appeal-big-city-living-why-do-so-many-us-live-there/?utm_term=.efe0f651b72fhttps://www.washingtonpost.com/business/2018/12/18/americans-say-theres-not-much-appeal-big-city-living-why-do-so-many-us-live-there/) found that although 80 percent of the U.S. population lives in metropolitan regions, a majority would prefer to live somewhere else: 27 percent favored rural areas, 17 percent selected small cities and 12 percent said they'd like to reside in a small town. The Gallup findings were affirmed by the LOR Foundation survey cited in this article's sidebars.

Following are key themes from the discussion

Local News for Neighbors



Two Harbors, Minnesota

(</livable-communities/livable-in-action/info-2019/ktwh-radio-two-harbors-minnesota.html>).

PHOTO COURTESY KTWH

KTWH 99.5 FM, a community radio station in Two Harbors, Minnesota (population 3,700), was created by and is largely staffed by older volunteers.

While a sense of community was listed as "very important" by 59 percent of respondents to the LOR survey, only 26 percent reported being "very satisfied" with the sense of community in their town. This suggests that expanding volunteer and social initiatives could significantly contribute to better a quality of life in rural communities.

*To learn about KTWH-FM community radio, read **"Two Harbors Takes to the Airwaves."** (</livable-communities/livable-in-action/info-2019/ktwh-radio-two-harbors-minnesota.html>)*

1. OLDER ADULTS play critical volunteer roles in communities

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Life can feel increasingly isolating for older adults, especially when due to age or disability they are dependent on relatives for their daily needs, reported Therese Picasso-Edwards of the Red Lodge Area Community Foundation (<http://www.rlacf.org/>) in Montana.

However, older people who are able-bodied and energetic often become "jack-of-all-trade" volunteers. "Older people do the bulk of volunteer work and do it well because of their lifetime of experiences," offered Anne Schroth, program director of the Healthy Peninsula (<https://healthypeninsula.org/>) community wellness initiative in Maine.

"We need to seize every opportunity we can to celebrate volunteering," said Brad Anderson, director of AARP Iowa (<https://states.aarp.org/contact-us-2/>), adding that it's important to identify and extol "star" volunteers. Doing so helps remind everyone that older people are assets, not liabilities, to their communities.

2. HEALTH CARE in rural communities requires partnerships with rural health associations and care providers to ensure adequate coverage

Great distances and a lack of medical providers can make it difficult for rural residents of every age to access health care services. The focus-group participants offered some ideas for lasting improvements.

Eric Gaikowski, director of AARP South Dakota (<https://states.aarp.org/region/south-dakota/>), advocated for increasing the availability of tele-medicine, where doctors living far from their patients can regularly check in by computer. Better doctor-to-doctor communication can also save lives, as happened when an ER doctor in Sioux Falls, South Dakota, guided a less experienced practitioner (<https://www.ksfy.com/content/news/North-Dakota-girl-gets-chance-to-meet-her-Sioux-Falls-heroes-391467301.html>) at a rural Montana hospital 700 miles away in performing surgery on a young girl badly injured in an ATV accident.

So Far Away from Everything



Navajo Nation, Arizona

PHOTO BY MELISSA STANTON, AARP

The Tolani Lake community is part of the Navajo Nation in northeastern Arizona. The closest shopping (a gas station and mini market) is an hour away. The nearest hospital and physician offices are even farther.

"Access to quality health care" topped the list among respondents to the LOR survey, with more than 4 out of 5 calling it "very important." Slightly more than half reported being "very satisfied" with what's available to them, but opinions varied according to gender: 62 percent of men expressed strong satisfaction with their health care compared to 47 percent of women.

To find health-related livability strategies and solutions, order or download the Roadmap to Livability: Health Services and Community Supports Workbook (</livable-communities/tool-kits-resources/info-2017/roadmap-to-livability-collection.html>).

LaMonte Guillory of the LOR Foundation (read our ["5 Questions for ..."](#) ([/livable-communities/tool-kits-resources/info-2019/interview-lamonte-guillory.html](#)), interview with him) asked what role rural areas can play in the future of medicine. "How can rural attract projects that are pushing the boundaries on medical innovation? Telemedicine, robotics, collaborative care models, you name it."

It was also suggested that paramedics pay home visits to older people to assess their nutrition, living conditions and overall health. Forging partnerships on health care campaigns was raised by a number of participants. "Don't reinvent the wheel," counseled Bill Menner of the [Iowa Rural Development Council](#) (<http://iowardc.org/>), noting that "every state has a rural health association."

3. A range of TRANSPORTATION choices are available in most rural communities, but they could be enhanced through better coordination, communication and expansion

Just as in urban areas, older people in rural areas will continue driving even after it is no longer safe. The reasons are obvious — living without a car in most communities means limited mobility options.

Funding transportation for older citizens is a challenge, said Joy Beressi-Saucier, director of the [Aroostook Area Agency on Aging](#) (<http://www.arostookaging.org/index.html>) in Northern Maine. Cuts to public transportation services in rural areas have been devastating.

In [Colorado](#), [AARP](#) (<https://states.aarp.org/region/oklahoma/>) is working to expand intercommunity bus service. Rural transit in Vermont is generally good, observed Kelly Stoddard-Poor of [AARP Vermont](#) (<https://states.aarp.org/region/vermont/>), but there's a significant need to improve "last mile" mobility for people getting to and from bus stops. Sue Lessard, town manager of [Bucksport, Maine](#) ([/livable-communities/livable-in-action/info-2018/wwl-golden-shovel-award-bucksport-maine.html](#)), shared that the local bus service in her region once ran only one day a week — precisely the day the doctor at the health clinic specializing in older patients did not work.

Traveling Great Distances


 Chimney Rock National Historic Site, Nebraska

PHOTO COURTESY VALERIE LEFLER

Valerie Lefler (third from left), founder of Feonix: Mobility Rising, a transportation service for rural and underserved communities, poses with her colleagues at the Chimney Rock National Historic Site in western Nebraska.

Transportation — or "ease of getting around" — was cited as the second-most-critical issue after health care, with more than 3 out of 4 respondents calling it "very important." Only 26 percent reported being "very satisfied" with the ease of getting around in their community.

To learn about Feonix: Mobility Rising, read ["Providing Rides Along Rural Roadways."](#) ([/livable-communities/getting-around/info-2019/feonix-mobility-rising.html](#)).

Erik Gaikowski added that in some places transit vans will pass through a town without stopping. He emphasized the need to establish a "one-stop shop" coordinating all rides in a region.

Communication is another part of the problem, noted Peg McDonough, planner and coordinator for the Age-Friendly Berkshires (<https://agefriendlyberkshires.com/>), organization in Western Massachusetts. "People often don't know about the transportation services they could use," she explained, adding that many older Americans are unfamiliar or uncomfortable with transit.

Well-known companies such as Lyft and Uber have so far been slow to establish service in smaller communities. In some places, homegrown or volunteer-based versions are trying to fill the gap. The Maine-based iTNAmerica ([/livable-communities/getting-around/info-2018/itn-millionth-ride.html](http://livable-communities/getting-around/info-2018/itn-millionth-ride.html)) has built a nationwide volunteer-based network. Feonix: Mobility Rising (see sidebar) is a similar enterprise with a focus on the rural Midwest.

4. Contrary to common assumptions, WALKABILITY is an important part of small town life

Mobility means more than buses, transit vans and cars. Most older Americans grew up walking and bicycling, and many would welcome the chance to do more of it today if there were safe routes and pathways. In fact, according to a Rails to Trails report (<https://www.railstotrails.org/resourcehandler.ashx?id=4141>), people in towns with populations under 50,000 walk nearly as much as people in urban and suburban centers do thanks to streets with little traffic and businesses within easy walking distance.

To improve infrastructure, and make walking safer, AARP Oklahoma (<https://states.aarp.org/region/oklahoma/>) helps small towns find grants to build safety improvements that the municipalities could not otherwise afford. "A \$10,000 grant goes a long way in a town of 5,000," said state director Sean Voskuhl.

Take a Walk on the Wild Side

Talkeetna, Alaska

PHOTO BY MELISSA STANTON, AARP

In Talkeetna's 1997 mayoral race, a cat named Stubbs won as a write-in candidate. He served until his death in 2017.

Although Talkeetna, Alaska, is very rural (it sits on at the southern edge of Denali, North America's tallest mountain peak) and very small with a tiny population (876), it has a train station and a walkable downtown.

*To help make your community more walkable, check out the **AARP Walk Audit Tool Kit** ([/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html](http://livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html)).*

In Vermont, AARP is helping train communities to conduct walk audits — where citizens and local officials make a detailed study of pedestrian conditions with an eye toward improving life for those on foot or bike. (See sidebar.)

Rebecca Stone of Bethel, Vermont, spoke of how a push for better walkability and a more lively downtown transformed her community. After Tropical Storm Irene battered the town in 2013, Stone and other neighbors organized ad hoc efforts to fix the place up. It began with organizing a fall festival, during which they asked people of all ages to imagine what they wanted for Bethel. That brainstorming led to an ambitious community education program, dubbed Bethel University (</livable-communities/tool-kits-resources/info-2017/bethel-better-block-popup-demonstration.html>), which, Stone said, “created a sense of pride for the first time in years.”

Out of that came measures to calm traffic on the main street through downtown, repurposing some of the pavement for a footpath and opening pop-up businesses in the mostly vacant storefronts. Benches, bike racks, public art, a parklet (</livable-communities/tool-kits-resources/info-2016/pop-up-parklet.html>) and a holiday market followed, with help from AARP and the placemaking firm Team Better Block (<https://teambetterblock.com/>). The most important lesson learned, according to Stone: “Say yes to new ideas and then experiment to see if they work.”

5. HOUSING challenges are acute in many rural communities, related to both the design and accessibility of homes as well as affordability

Spiraling housing costs and shortages are most often associated with booming cities, but the same issues hit home in many rural communities.

Country Living Can Be Costly

A House in the Woods

PHOTO BY MELISSA STANTON

Rural communities are often a mix of pricey new houses and old homes in need of repair.

While satisfaction with their cost of living is low among survey respondents in the Midwest (23 percent) and South (21 percent), it's even lower for those in the West (8 percent) and Northeast (6 percent).

*To learn about housing solutions for all types of communities, download or order **Making Room: Housing for a Changing America** (</livable-communities/housing/info-2018/making-room-housing-for-a-changing-america.html>).*

Rising utility costs are a problem throughout Colorado, said AARP state director Robert Murphy, while soaring rents and home prices are creating additional problems for older residents in the western part of the state.

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In Montana, people are moving to rural areas from out of state, which raises housing costs for older people who don't own homes, explained Steve Reiter of [AARP Montana](https://states.aarp.org/region/montana/) (<https://states.aarp.org/region/montana/>). Many are forced to move farther away from town — and farther from their friends and basic services. Rapidly increasing housing costs makes life tough even for homeowners, who find themselves asset-rich and cash-poor because of steep increases in property taxes.


In Maine, many rural homes do not have first-floor bedrooms and bath. A problem in rural Massachusetts is that most homes were designed as single-family residences, which don't serve the needs of older people who may need other kinds of living arrangements, said Peg McDonough.

We need more incentives to interest housing developers in building in small communities, said Iowa's Bill Menner. "Show them they can make money here."

6. BROADBAND WIRELESS INTERNET is a critical need in rural communities, and may be the means for leveling the playing field of opportunity

Two decades ago, a rural renaissance was widely predicted with the rise of the internet. People could live and work anywhere, and millions would move into idyllic smaller communities where they could enjoy the benefits of big cities but online. What was overlooked in this scenario was the complication of bringing high-speed broadband internet to the countryside.

Connectivity Matters

 Two women sit at a picnic table in Eastport, Maine, with a view of the water and a Little Free Library display

([/livable-communities/livable-in-action/info-2017/wwl-work-teleworkers-wanted-eastport-maine.html](https://livable-communities/livable-in-action/info-2017/wwl-work-teleworkers-wanted-eastport-maine.html)).

PHOTO BY MELISSA STANTON, AARP

Water Street in downtown Eastport features shops, restaurants, a waterfront park, the local library and a Little Free Library (shown).

Beautiful, remote Eastport, Maine, has a symphony, a theater, affordable housing, walkable streets, water views, good broadband service and more. What it lacks is enough people (population 1,300 — and dwindling). The easternmost community in the nation, Eastport promotes itself as a great place to relocate to and telework from.

To learn more about Eastport, Maine, read ***"Wanted (and Welcome): Teleworkers."*** ([/livable-communities/livable-in-action/info-2017/wwl-work-teleworkers-wanted-eastport-maine.html](https://livable-communities/livable-in-action/info-2017/wwl-work-teleworkers-wanted-eastport-maine.html)).

Considerably less than half of the people in the room raised their hands when Kelly Wismer of [The Rural Broadband Association](https://www.ntca.org/) (<https://www.ntca.org/>) asked who had good broadband service in their communities.

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George Cleveland, a volunteer from New Hampshire's Mount Washington Valley, cited broadband as one of the most critical elements of livability in a community like his.

"The expansion of high-speed internet can make a huge difference for small towns because, among other things, it opens opportunities for people to work remotely," observed Guillory. "Without it, it's harder for younger people to move or stay here."

Although programs exist to help bring high-speed internet to rural areas, many communities still aren't convinced about the benefits of broadband, noted Laura Lee of the [Maine Community Foundation](https://www.mainecef.org/) (<https://www.mainecef.org/>). Meanwhile, people in other places are tired of waiting for telecommunications corporations to reach them and they're looking at ways to start broadband networks on their own, said Joy Beressi-Saucier, also of Maine. Wismer suggested that rural telephone cooperatives take on providing broadband service.

7. MESSAGING MATTERS since, to some, talking about "livability" implies that something is lacking in their community

"People take pride in the place they live, so we need to work with that," said Tanya Johnson, director of [AARP Wyoming](https://states.aarp.org/region/wyoming/) (<https://states.aarp.org/region/wyoming/>). "You won't get anywhere starting with the assumption that something is wrong or missing in their town."

"We need to frame livability differently in rural areas because it's often seen strictly as an urban concern," said DeAnza Valencia of [AARP New Mexico](https://states.aarp.org/region/new-mexico/) (<https://states.aarp.org/region/new-mexico/>). Sue Lessard cautioned that outsiders wanting to help a rural community need to work with residents since "people won't respond if there isn't a trusted local link."

'Livable' Has Many Meanings

 Davidsonville, Maryland

PHOTO BY MELISSA STANTON, AARP

Some farms in historic Davidsonville have been in the same families for generations (even centuries). Most of the still-active farmers are in their 70s, 80s or 90s.

Rural areas aren't always distant places. Davidsonville, Maryland, is commutable to Baltimore, Annapolis and downtown Washington, D.C. Shopping and services are a short car ride away. It's a very livable place — for those who can drive, care for a single-family home, climb stairs, and maintain a lawn or large tract of land.

*To learn about a local ride solution for older adults, read **"1,000,000 Rides and Counting."** ([/livable-communities/getting-around/info-2018/itn-millionth-ride.html](https://livable-communities/getting-around/info-2018/itn-millionth-ride.html)).*

Go in with questions rather than answers, be prepared to listen and never pass up the chance to have a meal with people, advised George Man, based on his experiences working in Montana with Americorps/VISTA.

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Sean Voskuhl of AARP Oklahoma underscored the importance of partnerships, citing rural extension agencies, which operate in all 50 states, as a widely available example. "The [USDA Rural Development agency](https://www.rd.usda.gov/programs-services/all-programs/telecom-programs) (<https://www.rd.usda.gov/programs-services/all-programs/telecom-programs>) is also a big help," according to Joe Bartmann of [Dakota Resources](https://www.dakotaresources.org/) (<https://www.dakotaresources.org/>).

Another bit of advice: Community improvement plans can be more successful when done with neighboring communities in mind, rather than piecemeal town by town.

8. Rural communities can be places of OPPORTUNITY with an appealing, preferable pace

In a world that feels ever more hectic and fragmented, small communities offer calm and connectedness.

"A strong sense of community in small towns is already there," so you don't have to work to make it happen, noted Kelly Stoddard-Poor.

Easy access to open spaces stands out as another asset rural communities can build on. LOR Foundation research shows that rural Americans see the outdoors as an important component of livability. "Recreation, for instance, is about being in a natural place, not just getting exercise," said Guillory.

Work Indoors, Play Outdoors



America's Mountain West

PHOTO BY KRISTA BURDICK, LOR FOUNDATION

Main Street in Bozeman, Montana, leads to more than 80 miles of mountain trails.

Natural places are never too far from rural business districts and small town Main Streets. Four out of 10 respondents to the LOR survey were "very satisfied" with the access to outdoor spaces in their communities.

*To learn about developing usable outdoor places, download or order [**Creating Parks and Public Spaces for People of All Ages \(/livable-communities/tool-kits-resources/info-2018/livable-parks-guide.html\)**](#).*

Final Thoughts

The migration of young people away from many rural regions changes the social dynamic, with older residents mourning their departure but also stepping up to fill the void.

Yet not all rural areas are battling a youth- or brain-drain. While some counties in, for instance, Colorado, are seeing an exodus of people under 30, others are experiencing an influx

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Challenging the stories that people tell themselves about their community is especially important in rural communities. One story that needs to be turned on its head, declared Gaikowski of AARP South Dakota, is that any community that loses population is doomed.

"A community can be thriving even if it's not growing," he explained. "It's a mistake to assume that a town is dying just because it has fewer residents than in the past. That diminishes all of the positive things going on every day. Such a view leads communities to invest all of their energy and resources into attracting new businesses, rather than paying attention to the lives and the needs of people who are already there."

Jay Walljasper (<http://jaywalljasper.com/>) is a Minnesota-based journalist and author of *The Great Neighborhood Book*. A writer-in-residence at Augsburg University, he writes, speaks and consults about livable communities.

Article published March 2019 | Additional reporting by Melissa Stanton

Related Content

- **5 Questions About Rural Livability:** A Q&A with LaMonte Guillory of the LOR Foundation (</livable-communities/tool-kits-resources/info-2019/interview-lamonte-guillory.html>).
- **Slideshow: Focusing on Rural Livability:** Scenes from rural and remote places (</livable-communities/livable-in-action/info-2019/slideshow-rural-communities.html>).
- **AARP.org/RuralLivability:** Our archive of articles and resources about rural communities (</livable-communities/archives/info-2014/rural-livability.html>).

E&D TAC April 9, 2019 - Item 8d**AARP LIVABLE COMMUNITIES (/LIVABLE-COMMUNITIES/)****Getting Around**

Providing Rides Along Rural Roadways

In many places, being unable to drive means being unable to go anywhere

by Where We Live, **AARP Livable Communities (/livable-communities/)**



PHOTO COURTESY VALERIE LEFLER

Valerie Lefler (third from left), the founder of Feonix: Mobility Rising, poses with colleagues at the Chimney Rock National Historic Site in western Nebraska. Says Lefler: “Chimney Rock was a landmark to pioneers traveling along the Oregon Trail, so when I was working on the pilot program, we took a picture in front of it as the 21st century pioneers of rural transportation.”

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"In a rural community, the lack of transportation can literally be a death sentence."

When Valerie Lefler was a teenager growing up on a dairy farm in rural Nebraska, one of her regular chores, when she wasn't milking cows, was to drive the workers' family members around.

"I helped them to get to important appointments, such as parent-teacher conferences at school," she explains. "Otherwise, many times, the mom wouldn't have been able to go, because the dad was working and had the family's only truck. So I would drive her."

That youthful experience gave Lefler insight into the difficulties residents of sparsely populated rural areas and small towns face when they don't have a vehicle or are unable to drive. According to the American Public Transit Association (<https://www.apta.com/resources/hottopics/Pages/Rural.aspx>), only 33 percent of residents of small towns and 11 percent of those in rural areas have access to public transit options such as buses or van pools.

As the executive director and founder of the nonprofit **Feonix: Mobility Rising** (<https://feonixmobilityrising.org/>), Lefler and her team connect residents in "vulnerable and underserved communities" with the transportation services they need in order to access health care, get to work or school, or simply be less isolated. The concept of providing individuals with needed transportation when none exists is often referred to as "MaaS" or "Mobility as a Service."

As a "transportation technology innovation framework," MaaS, says Lefler, "is not about the retroactive process of making systems that have 'special accommodations' for seniors, individuals with disabilities, veterans, refugees, and families in crisis. We should design mobility solutions to be inclusive and equitable and factor in their needs in the first place."

"If you're in a community where you haven't had transportation options for a long time, you just give up on once-routine parts of life. You don't even think about going to have coffee with your friends on Tuesday or going to the VFW on Friday night anymore, because it's been years since you've been able to do so."

To that point, Lefler notes that more than 70 percent of rural public transit agencies only provide service Monday through Friday. "If you have a bad cold Friday night, by the time you see a medical professional three or four days later, you're looking at possible hospital admission," explains Lefler. "In a rural community, the lack of transportation can literally be a death sentence."

Feonix operates in Michigan, Missouri, Texas, Wisconsin and South Carolina, where the organization and **AARP Driver Safety** ([/auto/driver-safety/](https://aarp.org/autodriver-safety/)) have teamed up to launch the **Ride@50+ Program** (<https://feonix.aarp.org/>), a "one-stop shop" for access to transportation options in the Columbia area.

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With Feonix, one option is that car rides are provided through a network of drivers who receive only a mileage reimbursement. Most of the drivers, Lefler says, wouldn't seek work as a taxi or ride-share driver but routinely give their relatives or a fellow parishioner a ride to the doctor.

"They're just local people willing to help their neighbors," she explains. "Before automobiles were common, my great-grandfather would catch a ride into town with the mailman. People used to know their neighbors and barter things all the time. Not so much anymore."

Another benefit of having a structured ride-sharing and ride-sourcing service through which people can schedule a trip or seek transit options and training is, says Lefler, "the pride factor." By contacting a service as opposed to asking an individual, users "don't feel like they're being a burden."

While a ride service is often essential for getting people to medical appointments and the grocery store, Lefler wants nondriving residents to think beyond such travel tasks.

"Many times, if you're in a community where you haven't had transportation options for a long time, you just give up on once-routine parts of life," Lefler observes. "You don't even think about going to have coffee with your friends on Tuesday or going to the VFW on Friday night anymore, because it's been years since you've been able to do so."

More Services and Solutions



PHOTO COURTESY CITY OF FONTANA

For \$30 a year or \$2 per one-way trip, older adults in Fontana, California (with Mayor Acquanetta Warren, far right), can go shopping and get to doctors' appointments.

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- In 2018, the **Independent Transportation Network of America**, or **iTNAmerica** (<https://itnamerica.org/>), gave its one-millionth ride to an older adult (age 60+) or a person with impaired vision. The nonprofit has been providing what it describes as "arm-through-arm, door-through-door" transportation services since it was founded in 1995. ([Learn more about the program's origins \(/livable-communities/getting-around/info-2018/itn-millionth-ride.html\).](#)) Affiliates now provide low-cost, personalized rides in a dozen states, from Maine to Florida to California.
- In **Delaware**, the state government hosts the **Senior Citizens Affordable Taxi (SCAT)** (<https://dartfirststate.com/information/programs/scat/>) program, which provides a 50 percent discount on taxi fares for people 65 and over and for those with disabilities.
- In **El Dorado, Arkansas**, the volunteer-placement nonprofit El Dorado Connections runs **El Dorado Express** (<http://eldoradoconnections.com/Eldorado-Express.html>), a service that provides free transportation to people 60 and over. Volunteer drivers transport them in town and to distant cities such as Little Rock, Hot Springs and Shreveport, Louisiana. (El Dorado Express will drive people ages 40 to 59 for rates that range from \$7 for distances of up to 20 miles and \$60 for a 300-mile round trip.)
- In **Fontana, California**, the office of Mayor Acquanetta Warren reports that the city's "curb to curb" **Senior Transportation** (<https://www.fontana.org/1419/Transportation>) program provides 50,000 rides a year to people age 55 and over as well as those who are medically disabled. The service takes residents to doctors' offices, the senior center, hospitals and shopping centers. Weekly excursions take passengers grocery shopping and to Target (Wednesdays) and Walmart (Fridays).

For many older adults, on-call transportation services can be lifesaving. "Without it I wouldn't be able to go anywhere," says a Fontana rider named Melba. "And then I would totally give up."

*This article is adapted from the "Provide More Ways to Get Around" chapter of the AARP publication **Where We Live: Communities for All Ages — 100+ Inspiring Examples From America's Community Leaders (2018 edition)** (</livable-communities/tool-kits-resources/info-2016/where-we-live-communities-for-all-ages.html>). Download or order your free copy.*

Article by Patrick J. Kiger | Additional reporting by Melissa Stanton | Page published March 2019

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Age-Friendliness (</livable-communities/archives/info-2014/age-friendly-communities-2.html>)

Bicycling (</livable-communities/archives/info-2014/bicycling-and-bike-friendly-communities.html>)

AARP LIVABLE COMMUNITIES (/LIVABLE-COMMUNITIES/) **Livability In Action**

Why Walkable Communities Are the Best Communities for Older Adults

Urban planner, author and walkability expert Jeff Speck offers advice for what to look for — and not fall for — when searching for an aging-friendly place to live

by Jeff Speck, [AARP Livable Communities \(/livable-communities/\)](#)



The sidewalks in downtown Portsmouth, New Hampshire, are wide enough for walking and dining.
Photo by Melissa Stanton AARP

As a city planner and walkability advocate, I find myself giving lectures most often at city planning conferences. No surprise there. But where do I find myself giving lectures the second most often? At conferences on aging.

Many older Americans really care about walkability. Too many others, however, assume that a good retirement or empty nest home requires ensconcing themselves in an age-restricted residential-only community a short drive from the mall. Here's why walkable communities are the *best* communities for older adults.

The "age-restricted community" is an anomaly of the second half of the 20th century. So is the residential-only community. None of these existed in significant number prior to 1950, when mass car-dependent suburbanization began to sort the American landscape into isolated areas of single use: housing subdivisions, shopping centers, and office parks, all stitched together — and also separated — by unwalkable arterial highways and collector roads.

Single-use also became single-demographic, as lifestyle-based marketing and increasingly narrow price ranges ruthlessly sorted the population by age and income into largely homogeneous clusters.

In this environment, which most of us now take for granted, the ultimate achievement may be the golf-course subdivision, where one can retire in peace, overlooking something resembling nature, with ample opportunity for recreation and automotive access to shopping and entertainment.

But most people who live in golf-course communities don't golf, and only a small percentage golf regularly. More walk, but it's difficult to get people to consistently walk for exercise. They start, and then they stop, discouraged that the walk serves no real purpose, ending right where it began.

This reality is well covered by Dan Buettner in his popular book *The Blue Zones: Lessons for Living Longer from the People Who've Lived the Longest* (<https://www.bluezones.com/>). (The subtitle of an updated edition has been rephrased to read as "9 Lessons for Living ...") After a tour of the world's longevity hot spots, Buettner takes us through the "Power Nine: The lessons from the Blue Zones, a cross cultural distillation of the world's best practices in health and longevity." Lesson One: "Move Naturally." He explains:

"Be active without having to think about it... Longevity all-stars don't run marathons or compete in triathlons; they don't transform themselves into weekend warriors on Saturday morning. Instead, they engage in regular, low-intensity physical activity, often as a part of a daily work routine."

Buettner quotes the late Robert Kane, M.D., (<https://www.leadingagemn.org/news/in-memory-dr-robert-kane>) then the director of the Center on Aging and the Minnesota Geriatric Education Center at the University of Minnesota in Minneapolis, who said:

"Rather than exercising for the sake of exercising, try to make changes to your lifestyle. Ride a bicycle instead of driving. Walk to the store instead of driving ... Build that into your lifestyle."

These admonitions are all well and good, but what if there is no store to walk to, no lifestyle available in which walking plays a useful role? In that case, walking can only be recreational, and therefore expendable. The Blue Zones can be found all around the globe, but they all share certain similar characteristics. One of these, and perhaps the most important, is that people don't need cars to get around.

And this gets us to the second problem with the golf course subdivision, or, for that matter, any residential-only community: What happens when you become too old to drive?

As soon as someone loses his or her driver's license — or, for many, their driving spouse or partner — the location of their suburban golf course home can become a trap. Unless the person can afford a very large Uber allowance, or is willing to burden a relative, he or she has no choice but to re-retire into a specialized home for the elderly. The residential retirement community is too often just a way station for the assisted-care facility.

Acknowledging the conveniences that walkable urbanism offers the elderly, sociologists as early as the 1980s identified what they call a N.O.R.C. — a Naturally Occurring Retirement Community.

Amateur observers have another term for it: “a walkable neighborhood full of old people.” Winter Park, Florida, is one such community, as is the Upper East Side of Manhattan. Many older American cities have their N.O.R.C.s, where a disproportionate number of elderly have moved due to the benefits of retiring in a walkable environment.

While many walkable places have become unaffordable due to their desirability, many others have not. Almost every midsize American city developed before 1950 has a downtown core that, a generation ago, lost a big chunk of its population. One by one, these are being re-inhabited, first by young people who don't mind the grit, and eventually by older people who find it much improved by those who came before. Most cities sit on this curve; the trick is finding the right one.

Older Americans seeking to relocate face an important choice when it comes to their next home: a suburban residential community or a walkable urban neighborhood. Which one they chose will have a large impact on whether their daily lives are more sedentary and isolated, or more active, social, and fulfilling.

Jeff Speck (<http://www.jeffspeck.com/>) is a city planner and urban designer who, through writing, lectures, and built work, advocates internationally for more walkable cities. He was a featured speaker at the 2017 AARP Livable Communities National Conference (</livable-communities/about/info-2017/livable-communities-national-conference-speakers.html>) and is the author of *"Walkable City Rules: 101 Steps to Making Better Places,"* (<https://islandpress.org/author/jeff-speck>), published by Island Press (<https://islandpress.org/our-story>).

Article published October 2018

Author Jeff Speck and his book Walkable City Rules

PHOTO COURTESY JEFF SPECK/ISLAND PRESS

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https://www.thebaycitybeacon.com/politics/vision-zero-spurs-action-across-the-bay/article_29a692fc-501a-11e9-b156-334e7ea49a8f.html

FEATURED

Vision Zero Spurs Action Across the Bay

Ariel Gans Mar 26, 2019 Updated 17 hrs ago



Cyclists riding through the Broadway tunnel in San Francisco.

Intandem at English Wikipedia [CC BY-SA 3.0], via Wikimedia Commons

Cars are killing pedestrians and cyclists at alarming rates in the Bay Area. When will city governments stop the carnage?

2018 saw the highest number of pedestrian traffic deaths in the United States since 1990, with California leading the count. In response, San Francisco Mayor London Breed called for the City to renew its 5-year Vision Zero plan from 2014, an action strategy to eliminate traffic fatalities

and injuries there by 2024. High-profile traffic deaths have repeatedly brought Vision Zero into the political limelight over the past few years, but now advocates are hoping to make a lasting impact.

Vision Zero is an advocacy network that works to ensure road system safety—with the explicit goal of lowering traffic fatalities and severe injuries to zero. Walk San Francisco, a pedestrian advocacy organization formed in 1998, leads the city's Vision Zero Coalition, a group of 35 nonprofit organizations united in that goal. "Traffic violence is something we accept, but we shouldn't," said Jodie Medeiros, Executive Director of Walk SF. "We'd live in a much happier and healthier city if people could choose their transportation options based on comfort and safety."

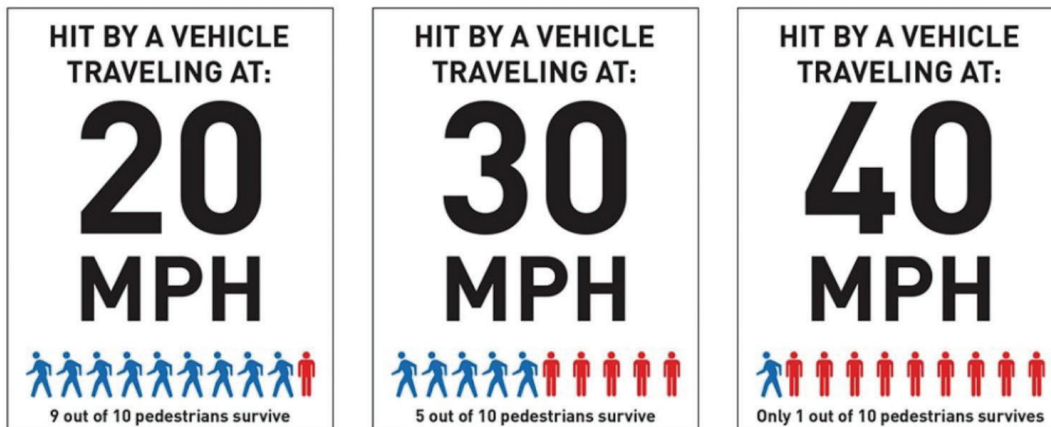
Traffic safety is a major social justice issue, touching on broader concerns about racial and economic equity. In San Francisco, 75% of crashes happen on 13% of its streets, according to the 2017 High Injury Network map. Those high-injury corridors align with the Metropolitan Transportation Commission's communities of concern—areas with four or more disadvantage factors, such as concentrated poverty, racial segregation, and higher populations of children, seniors, and residents with disabilities.

"We need the city to be proactive," Medeiros said. "We know where crashes are most likely to happen, so we need the San Francisco Municipal Transportation Agency (SFMTA) to install cheap, temporary solutions now. Paint and posts have the ability to change driver behavior. Plus, they provide testing grounds for more permanent solutions to our most dangerous streets."

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Currently, Walk San Francisco is focused on the Better Market Street project, which seeks to remove private vehicles from Market Street—one of the city’s most dangerous streets for pedestrians. This is not only a matter of vehicle volume on San Francisco’s streets, but also of speed.

“Our city must reduce speeds on every street—it’s the number one cause of death on our streets,” Medeiros said. “Our city isn’t acting fast enough—delays in redesigning our streets are deadly. We need bold action. We need political will. We need our city leaders to step up and say they’re going to prioritize people over cars.”



Courtesy: Seattle Department of Transportation

On March 6, Mayor London Breed issued a directive asking the SFMTA board to move forward with near-term safety improvements on the entire high-injury network immediately. She also asked for a top-down analysis of all high-injury corridors to ensure the City is prioritizing the most critical projects through a lens of safety.

Bike safety reached a fever pitch of political urgency in San Francisco this month after the tragic death of cyclist Tess Rothstein, who was killed by a truck driver on an unprotected block of Howard Street. In response to fierce advocacy and the support of District 6 Supervisor Matt Haney, the SFMTA announced that it would be extending the protected bike lane on Howard Street.

Matt Brezina, a lead organizer with People Protected Bike Lanes in San Francisco, believes the most effective way to bring people together is through demonstrations—namely by creating bike lanes made of hundreds of people.

“People are sick of going to meetings and waiting ten years for streets to change while their friends get hurt and killed,” Brezina said. “Going for an hour in the evening to show what a safe and protected bike lane would look like draws attention to how dangerous unprotected bike lanes are and creates a great visual.”



Courtesy: San Francisco Bicycle Coalition

The organization, inspired by a duo of cyclist deaths on June 22, 2016, is the first of its kind, and has since inspired dozens of cities to create people protected bike lanes around the world, including in Berlin, Mexico City and New York City.

“Lots of people get hurt and killed when we don’t create protected lanes, and many more do not use bikes, scooters or skateboards to get around because they don’t feel comfortable and safe choosing a bike over a car,” Brezina says. “This makes people drive everywhere, which creates more traffic and air pollution.”

While San Francisco has pioneered numerous Vision Zero policies, in the East Bay, Berkeley is working toward a similar goal. Benjamin Gerhardstein is a public health professional and coordinating committee member for the Walk Bike Berkeley, an advocacy group with the goal of making Berkeley implement a strong Vision Zero action plan focusing on three E’s: engineering, education and enforcement, to achieve its goal.

“Like most cities, we have a repaving program, a street lighting program and a traffic calming program, but I don’t think we are using University of California programs as well as we could for safety,” Gerhardstein said. “The city needs to invest in the staffing resources to change our road infrastructure. If we don’t have the staff to make safer roadways, we can make all the plans we want, but we can’t implement those changes.”

Like Medeiros and Brezina in San Francisco, Gerhardstein is frustrated with the level of action on street safety issues taken by politicians in his area.

“The big problem from a political point of view is that too many people in the Bay Area rely on vehicles to get around,” Gerhardstein said. “It shouldn’t take somebody dying for our elected officials to address these issues. I haven’t seen any policymakers say unequivocally that we are going to prioritize people over cars. That’s the point of Vision Zero: we are not waiting for traffic deaths to kick us into high gear.”

Despite elevated traffic injuries and deaths, Gerhardstein has noticed significant pushback from Berkeley drivers.

“Change is tough for people,” Gerhardstein said. “Culturally, automobiles are baked into our DNA. It’s hard for us to see a world without so many of them. The fact that so many people die and get seriously injured from automobiles seems like a state of operations. We are willing to put up with all sorts of hassles and inconveniences to ensure the safety of our air travel, but we view road safety issues as accidents, part of life—and we just say, ‘oh well.’” We really need to flip that paradigm and prioritize safety over speed.”

Another “E” that Gerhardstein believes Berkeley needs to focus on is equity.

“We need to make sure we are prioritizing our communities that historically haven’t been, so that we don’t exacerbate biased enforcement efforts,” Gerhardstein said. “At least in Berkeley, African American pedestrians are disproportionately affected by injuries and collisions. One reason for this is that African Americans are more likely to rely on public transportation in the East Bay, so they’re more likely to walk along arterials than residential streets—putting themselves at greater risk of collision. They are also less likely to own vehicles, and some studies suggest that motorists are less likely to yield to people of color than white people crossing the street. I really want to see the city move quickly, but I also want to see that the community is part of that effort.”

Berkeley City Councilmember Lori Droste, a long-time proponent of alternative transportation methods and environmental conservation, is also taking action to maximize equity in Berkeley’s pursuit of Vision Zero goals.

“We know that victims of traffic violence are disproportionately people of color and low income community members,” Droste said. “Because traditional enforcement often can have inequitable outcomes, we are looking at more equitable ways to discourage, for instance, dangerous driving, by implementing automated speed enforcement instead of relying on fallible human beings.”

“Vision Zero is definitely something that we [Berkeley City Council] have all hands on deck for,” Droste said. “Traffic mitigation is the city’s stated number one priority for this year and the number one thing I hear about from my constituents. People are afraid for their children to walk to school—there are a lot of near misses.”

One reason these near misses persist is that, until recently, Berkeley only had two traffic enforcement officers.

“Our staffing capacity is limited because of our budget,” Droste said. “the Council has been unified in addressing our staffing capacity in all of our departments so that we can deliver on our processes. My hope is that we get the budget to hire a Vision Zero Coordinator in June and organize a summit to educate our community on what Vision Zero really means this year.”

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RTC Pedestrian Hazard Reports September 2018 - April 2019

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
04/03/19	204 California Street	Trescony	Santa Cruz	Ped: Plant overgrowth or interference, Sidewalk too narrow	One of many overgrown sidewalks on the Westside. Also California near Laurel. Getting difficult for wheelchairs and strollers.	Jim Burr	04/03/19	4/4/19 Jim Burr: PW will send a vegetation hazard letter to the property owners, and follow up to assure compliance. Thanks
03/30/19	114 Errett Circle	Woodrow	Santa Cruz	Ped: Other	On sidewalk in front of 114 Errett Street. The cap of the sewer cleanout sticks up at least an inch creating a tripping hazard. This is especially a problem for anyone walking at night.	Jim Burr	04/02/19	4/2/19 Jim Burr: PW will send a hazard letter out to the property owner, who is responsible for the correction. Thank you
03/22/19	Forest St.	Between Hwy 9 and Lomond St	Boulder Creek	Ped: Vehicles or objects blocking sidewalk	on Forest st, between highway 9 and E Lomond hello there is an RV that has been blocking the sidewalk for weeks now. Right behind the hardware store in boulder creek. i assume someone lives there because they are always running their generator.	DPW	03/22/19	3/25/19 Susan Leland: Good morning, Joanna: I am in receipt of your email regarding a blocked bicycle lane on Forest Street. This is subject matter for the Sheriff's Department. Thank you for contacting us. 3/25/19 Joanna Edmonds: Hi All: Susan – Thank you for the quick response and clarification about who should receive this report. Anders – more information about how to report this issue to the Sheriff's Department is available here: http://www.scsheriff.com/Home/SelfHelp/AbandonedVehicles.aspx Thank you, Joanna
03/16/19	313 Green Valley Rd	Between Airport/Holohan and Amesti	Watsonville	Ped: Plant overgrowth or interference	Last house on right before airport Blvd leaving Amesti school Block of easement for kids. Now have to walk in street to go home They took away walking easements	DPW	03/18/19	3/18/19 Susan Leland: Good morning, Joanna: I am in receipt of the hazard report regarding a pedestrian walkway on Green Valley Road and will forward it to our Encroachment team for their review and response. Thank you. Good morning, Joanna: I am in receipt of the hazard report regarding a pedestrian walkway on Green Valley Road and will forward it to our Encroachment team for their review and response. Thank you.
03/11/19	510 Escalona Dr	Between Story and Sunny Slope	Santa Cruz	Ped: Other	510 Escalona Dr. Santa Cruz, between Story and Sunny Slope. There is a very steep driveway which a pedestrian must cross. It's covered with water and moss. When crossing these steep slope, I found it impossible to remain standing. Even when I fell, I could not get traction to stand up until I slid down into the street where the pavement was rougher. This is the second time this has happened here. The driveway is near a creek but should be sanded, or investigate drainage or something. It's a major accident waiting to happen. I don't know if sighted people can see this coming or not, but clearly my guide dog did not recognize it as something dangerous.	Jim Burr	03/12/19	3/27/19 Jim Burr: Nuisance Letter will be sent to property owner.
01/15/19	307 Church St.	Center St.	Santa Cruz	Ped: Other	There are no handrails on the steps at the civic downtown	Jim Burr	01/15/19	1/15/19 Jim Burr: I will forward this to the Parks Dept. No further reply from PW. Thanks 1/15/19 Noah Downing, City of SC Parks and Rec: Thank you for passing along the information. The Parks and Recreation Department will review and correspond directly with the reporting party.
12/26/18	532 Mission St	Locust St	Santa Cruz	Ped: Plant overgrowth or interference	526 Mission Street, Santa Cruz Foliage is blocking sidewalk. This is especially dangerous on this busy street since the pedestrian must get extremely close to fast moving traffic to walk around.	Nancy Cross, Caltrans	12/26/18	3/27/19 Nancy Cross: Hi Joanna, I just discovered that your original email was sent to my Spam folder and consequently deleted. Caltrans jurisdiction on Mission St. (Hwy 1) is curb to curb, and the overgrown vegetation is on private property. If the issue still exists, the citizen can call Santa Cruz County Public Works at (831) 454-2160 or submit a request on line at http://www.dpw.co.santa-cruz.ca.us/ReportProblem.aspx My apologies for the late reply

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Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
12/21/18	716 Capitola Avenue	Plum St.	Capitola	Ped: Debris on sidewalk, Lack of wheelchair access	Curb cut at Plum St and Capitola Ave, Capitola Sidewalk in front of 716 Capitola Avenue (Plum Gardens Center). Broken glass (green) in the yellow curb cut/sidewalk walkway. Could puncture wheelchair tire and/or cause injury.	Steve Jesberg, Kailash Mozumder	12/26/18	12/26/18 Steve Jesberg: Message has been sent to our maintenance crew to clean up the glass. -Steve 12/26/18 Eddie Ray Garcia: The glass has been cleaned up. Happy Holidays.
12/15/18	532 Mission St	Locust	Santa Cruz	Ped: Plant overgrowth or interference	526 Mission Street, Santa Cruz Foliage is blocking sidewalk. This is especially dangerous on this busy street since the pedestrian must get extremely close to fast moving traffic to walk around.	Jim Burr	12/17/18	12/17/18 Nathan Nguyen: Please forward hazard to Caltrans, this is in their jurisdiction. Thanks, Nathan See entry dated 12/26/18 above
12/12/18	1411 Seabright Ave	Hanover	Santa Cruz	Ped: Damaged sidewalk	Large pieces of sidewalk missing or cracked	Jim Burr	12/13/18	
12/12/18	Laurel St.	Pacific Ave	Santa Cruz	Ped: Traffic signal problem	Intersection: Laurel and Pacific Ave (Saturn Cafe to Taco Bell side). The pedestrian buttons do not work on either side of the street (Saturn Cafe corner and Taco Bell corner). The traffic signal stays on the « do not walk » hand sign. This started happening about a month ago.	Jim Burr	12/12/18	
12/11/18	113 30th Ave (APN 032-192-06)	East Cliff Dr	Santa Cruz	Ped: Debris on sidewalk, sidewalk too narrow, plant overgrowth or interference, construction hazard	The following report was sent by mail (dated 12/6/18) and received on 12/11/18. I walk up and down 30th Ave all the time and it's getting harder with the plants and broken cement - see pictures attached. There's no sidewalk on the other side of 30th Ave so I have to watch out for the plants growing over the sidewalk and for the broken cement from when he dug up his "garage" (really is living quarters)	DPW	12/12/18	12/12/18 Marilyn Raffaelli: I am in receipt of your email regarding sidewalk encroachment at 113 30th Avenue. Sidewalk maintenance is land-owner responsibility and as such is not within the jurisdiction of the County of Santa Cruz Public Works department. Thank you for taking the time to contact us. 12/12/18 Kristine Conley: This is an ongoing complaint about a tree in the planting strip that the RP wants cut down. There are no hazards or obstructions to the sidewalk or roadway at this location. I went by today to verify that the property is still within compliance. Public Works will not send letter or require someone to remove a tree that is not affecting the public use of the right of way.
12/04/18	1303 Laurel	Cleveland	Santa Cruz	Ped: Plant overgrowth or interference	1303 Laurel, corner of Cleveland. Hazard on Cleveland. Prickly pear cactus overgrowth.	Jim Burr	12/04/18	12/4/18 Jim Burr: This report came in through the City CRSP system as well and a staff has been assigned to investigate. Please do not double report as this wastes valuable staff time. Thanks

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Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/29/18	Empire Grade	Heller Dr	Santa Cruz	Ped: Traffic signal problem	Cave Gulch Trailhead, Empire Grade, Santa Cruz, CA 95060 Empire Grade @ Heller Drive Signal has no power.	DPW	11/29/18	Note: This issue was resolved before the report was forwarded to DPW
11/09/18	Coral St	River St	Santa Cruz	Ped: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Debris on sidewalk, Lack of wheelchair access	Across from the Homeless Services Center on Coral st. Can't miss it! The entire block is a hazard of people, their belongings & trash etc. occupying the sidewalk along with tarps strung from my fence across the sidewalk used for concealing themselves & using drugs. This atmosphere of filth & stench is unhealthy to all exposed. By getting the sidewalk cleared & cleaned is needed for normal use and a better work environment for those who work for a living. Please call with any additional information needed. I am greatly waiting for a response. Thank You, Greg Woolever	Jim Burr	11/09/18	
10/04/18	Center St	Mission St	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Lack of sidewalk	Crossing Center Street at Mission Street heading east/west. Cars on Center Street waiting to turn left onto Mission Street will often pull up so much that they are fully blocking the crosswalk and there is no room to cross in front of the car with out entering the lane of traffic on Mission Street. Is there additional signage or stripping that could have the cars wait a few feet back and still activate the traffic signal? I know the wait at this light can seem very long to traffic in all directions. I hate having to tell drivers they are in the crosswalk on a daily basis.	Jim Burr	10/05/18	10/10/18 Jim Burr: All signs and markings per the MUTCD are in place. This is an enforcement issue and will be forwarded to the SCPD. 10/10/18 Scott Garner SCPD: I will forward this to our enforcement officers. Thank you for bringing this to our attention.
10/04/18	North Pacific Ave	River St	Santa Cruz	Ped: Traffic Signal problem, Other	North Pacific, heading north, crossing River Street, in conflict with drivers turning left onto River Street. I cross River Street on foot on a daily basis. Trying to get across River Street, even at that light is a stressful, unsafe experience in which I feel as though drivers trying to make it through the light are speeding past me the second they can. I know traffic light timing is very complicated, but it would be great to either have all the lights red in a traffic scramble or at least have some lead time with the north bound light red in order to get into the crosswalk before the cars accelerate. Thank you for looking into this.	Jim Burr	10/05/18	10/10/18 Jim Burr: No response required
10/04/18	Soquel Dr	State Park	Aptos	Ped: Other	Soquel Drive stores across from plaza with UPS - cars are using the parking areas as a passing lane on Soquel Drive. Coming up from Aptos Village towards State Park Drive there are stores along the right side facing the street with spaces in front for parking - cars are using this to pass when the lots are somewhat empty, starting at Open Door Locksmith and cutting back at Sushi On The Go.	DPW	10/05/18	10/5/18 Misty Dawn Scott: Good morning Denise, I am in receipt of traffic violations on Soquel Drive however this would be an enforcement issue for the California Highway Patrol. The County of Santa Cruz Public Works does not have the authority for traffic violations ticketing enforcement. Thank you for taking the time to report these issues.

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RTC Pedestrian Hazard Reports September 2018 - March 2019

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
10/04/18	Soquel Dr	Between Park and State Park	Aptos	Ped: Other	There is very dangerous speeding occurring on Soquel Drive between State Park Drive and Park Avenue exits, particularly in front of the Aptos Shopping Center strip mall (with Pacific Coffee Roasting & Frank's Pharmacy) and Mar Vista Elementary School. I live behind Aegis, work at Cabrillo, and my son attends Santa Cruz Montessori...I drive and walk that area a lot. Walking along Soquel has gotten very scary....cars zoom by right at the crosswalk and 25 mph sign. And, while driving I am pretty much run off the road when maintaining the speed limit (usually a little fast at 28-30mph). It's bad in front of my son's school, too - Santa Cruz Montessori. I anticipate a fender-bender any day now - hopefully not worse. CHP had increased monitoring on this road in the past - it needs to happen again before someone is horribly injured.	DPW	10/05/18	10/5/18 Misty Dawn Scott: Good morning Denise, I am in receipt of traffic violations on Soquel Drive however this would be an enforcement issue for the California Highway Patrol. The County of Santa Cruz Public Works does not have the authority for traffic violations ticketing enforcement. Thank you for taking the time to report these issues.
09/20/18	Mission	Laurel	Santa Cruz	Ped: Audible crossing signal needs repair	On the corner with the Herb room, for crossing Mission towards Emily's, the housing containing the walk light button is extremely loose on the pole. Second, on the corner which used to have the pharmacy and now has an unoccupied building, for crossing Mission towards the second-hand store, the chirper in the audible pedestrian signal does not make a sound. As this is my home area crossing, it's extremely dangerous for me on a regular basis.	Caltrans: Jessica Biro, Julie Gonzalez, Carol Salas	09/20/18	9/21/18 Nancy Cross: She's received an email with her ticket number and the information below. We'll keep this open until the issue has been resolved. 10/2/18 Nancy Cross: This is to confirm the request below has been addressed by our Electrical crews, and an email was sent to the citizen. Note: Initially sent to Jim Burr, City of Santa Cruz in July, should have been sent to Caltrans - see entry dated 7/27/18.
09/12/18	6500 Soquel Dr	Cabrillo College Rd	Aptos	Ped: Rough pavement or potholes	Sidewalk, mountain side of Soquel Drive, in front of the Cabrillo bus stop. Where the concrete meets asphalt, there is a raised ridge that I tripped over and skinned my knees.	DPW, then Metro	9/13/2018 (DPW) 10/11/18 (Metro)	9/17/18 Misty Dawn Scott: Good morning George, I am in receipt of your issue of raised sidewalk on Soquel Avenue. I will be forwarding your report to our Encroachment / Permits division of Public Works for their review. 10/11/18 Misty Dawn Scott: Good afternoon George, Our Encroachments / Road Operations Division of Public Works went out on your request and found that this is an issue with the Santa Cruz Metro bus stop and not a County of Santa Cruz Public Works issue. I hope this helps. and reply. Thank you for taking the time to report this issue. 10/11/18 Joanna Edmonds - report forwarded to Metro no response received
09/05/18	724 Rio Del Mar Blvd	Between Murray and Clubhouse	Aptos	Ped: Crossing Hazard	The pedestrian path across from the Deluxe shopping center on Rio Del Mar. what does it take to enhance it with flashing lights like by Whole Foods in Capitola? My life is in danger each time I cross and I cannot believe that CHP is never there to catch speeding cars!	DPW	09/06/18	9/7/18 Misty Dawn Scott: Good afternoon Nick, I am in receipt of your traffic issue on Rio Del Mar Blvd. I will be forwarding your report to our Traffic division of Public Works for their review and reply. Thank you for taking the time to report this issue.

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: Patty Talbott

Home address: [REDACTED]

Mailing address (if different):

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

E-mail:

Length of residence in Santa Cruz County: 30+ years

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

☒ Alternate for Clay Kempf ☐

Previous experience on a government commission or committee (please specify)
12 years as alternate on E&DTAC

Staff to Area Agency on Aging Advisory Council and Seniors

Council Board

E&D TAC April 9, 2019 - Item 10

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Seniors Council	Aptos, CA	Assoc. Director/Planner	
Lift Line	Aptos, CA	Program Analyst	

Statement of Qualifications: In the space provided below, please include 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.

Background in planning, senior programs and
transportation for elderly and disabled.

E&D TAC April 9, 2019 - Item 10

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

☐

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 April 9, 2019 - Item 12a

	Total FY18-19	%
<u>Client Jurisdictions</u>		
Santa Cruz City	42	27%
Scotts Valley City	21	14%
San Lorenzo Valley	26	17%
Capitola City	9	6%
Watsonville City	15	10%
Midcounty Unincorporated	26	17%
South County	15	10%
north Couty	0	0%
Unknown		0%
Total Clients (unduplicated)	154	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	228	38%
Scotts Valley City	67	11%
San Lorenzo Valley	49	8%
Capitola City	31	5%
Watsonville City	52	9%
Midcounty Unincorporated	132	22%
South County	38	6%
Out of County	0	0%
Total	597	100%

AGENDA: April 9, 2019

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Pedestrian Safety Work Group - Designation

RECOMMENDATION:

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) consider dissolving the Pedestrian Safety Work Group and consider the need for project specific temporary committees.

BACKGROUND

The E&D TAC formed a subcommittee, referred to as the Pedestrian Safety Work Group, in 2008. The Pedestrian Safety Work Group functions as a standing committee under the Brown Act. The Pedestrian Safety Work Group was initiated to examine and evaluate the countywide sidewalk network. An outcome of this focus was the "Improving the Safety and Accessibility of Sidewalks in Santa Cruz County" report completed in 2012. The focus of the Pedestrian Safety Work Group was later broadened to include overall improvements to pedestrian access for elderly and disabled individuals in Santa Cruz County with the mission to ensure safe and accessible pedestrian travel and access throughout the county for the benefit of all residents. Between 2012 to 2019, the Pedestrian Safety Work Group conducted outreach activities to inform the public about what makes good sidewalks, maintenance responsibilities, pedestrian and motorist safety, and pedestrian and bicycle safety. In addition, the Pedestrian Safety Work Group regularly reviewed the RTC's Pedestrian Hazard Reports.

DISCUSSION

Recently, the Pedestrian Safety Work Group has been focused on review of RTC's Pedestrian Hazard Report and pedestrian safety messaging. Other pedestrian related items are agenized, as appropriate. **Staff recommends that the E&D TAC consider dissolving the Pedestrian Safety Workgroup due to low participation from committee members. Staff also recommends that the E&D TAC consider the need for project specific temporary committees.**

A "temporary advisory committee" would focus on specific projects that support the E&D TAC in its role to advise the RTC and Metro about issues, policies, plans, programs, and projects for the elderly and disabled and persons of limited means. The option for E&D TAC member engagement in a temporary advisory committee is intended to draw more participation from E&D TAC members on timely and relevant

E&D TAC April 9, 2019 - Item 12e

projects. The “temporary advisory committee” would be dissolved once its specific task is complete.

SUMMARY

The E&D TAC formed a subcommittee, referred to as the Pedestrian Safety Work Group, in 2008. Staff recommends that the E&D TAC consider dissolving the Pedestrian Safety Workgroup due to low participation from committee members. Staff also recommends that the E&D TAC consider the need for project specific temporary committees.

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

FROM: Grace Blakeslee, Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: Elect Committee Chair and Vice Chair

RECOMMENDATIONS

Staff recommends that the E&D TAC solicit nominations, then elect a chair and vice chair for the committee for a period of one or two years.

BACKGROUND

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

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

DISCUSSION

At the April 9 meeting, nominations for chair and vice chair will be solicited. Members may self nominate. An election will be held, and the chair will begin presiding immediately.

Staff recommends that the E&D TAC solicit nominations, then elect a chair and vice chair for the committee for a period of one or two years.

AGENDA: April 9, 2019

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Santa Cruz Metro FY19-20 & FY20-21 Budget

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation from the Santa Cruz Metropolitan Transit District staff regarding the Santa Cruz Metropolitan Transit District FY19-20 & FY20-21 preliminary budgets.

BACKGROUND

The Elderly and Disabled Transportation Committee advises the Santa Cruz County Regional Transportation Commission (SCCRTC), the Santa Cruz Metropolitan Transit District (Metro), the Consolidated Transportation Services Agency (CTSA), social service agencies, and the local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs, and projects for the elderly, disabled (includes physical and mental disabilities), and persons of limited means populations.

DISCUSSION

The Santa Cruz Metropolitan Transit District (Metro) staff presented the FY19-20 & FY20-21 preliminary operations and capital budgets at the March 22, 2019 Metro Board Meeting. The proposed two-year FY19-20 & FY20-21 preliminary line item operating budget totals are \$56,537,786 and \$58,007,609, respectively, and the preliminary FY19-20 capital budget total is \$21,887,833. An updated proposed two-year budget will be presented to the Metro Board of Directors in May, which will reflect the latest data regarding projected revenues and expenses. A copy of the Metro staff report to the Metro Board presented on March 22, 2019 is included as Attachment 1, which details Metro's operating revenues and expenditures and capital budget. Metro staff will present the FY19-20 & FY20-21 preliminary budgets to the E&D TAC.

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation from Santa Cruz Metropolitan Transit District staff regarding the Santa Cruz Metropolitan Transit District FY19-20 & FY20-21 preliminary operations and capital budgets.

E&D TAC April 9, 2019 - Item 14

Attachment 1: Santa Cruz Metropolitan Transit District FY19-20 & FY20-21 Budget Staff Report

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DATE: March 22, 2019

TO: Board of Directors

FROM: Angela Aitken, Chief Financial Officer

**SUBJECT: APPROVAL OF FY20 AND FY21 PRELIMINARY OPERATING
BUDGETS AND FY20 CAPITAL BUDGET FOR REVIEW AND TDA/STA
CLAIMS PURPOSES**

I. RECOMMENDED ACTION

That the Board of Directors adopt the attached FY20 and FY21 preliminary line item Operating Budgets and FY20 Capital Budget, for review and TDA/STA claims purposes

II. SUMMARY

- The Board of Directors must adopt a preliminary line item budget in order to allow submittal of Santa Cruz METRO's Transportation Development Act (TDA) and State Transit Assistance (STA) claims to the Santa Cruz County Regional Transportation Commission (SCCRTC) by the April 1st deadline.
- The proposed two-year FY20 and FY21 preliminary line item Operating Budgets – Attachment A total \$56,537,786 and \$58,007,609 respectively (inclusive of Transfers and Operating Balance). This is a “first-cut” budget. Over the next few months, staff will continue to refine revenue and expense projections, as updated information becomes available. An updated proposed two-year budget will be presented to the Board of Directors in May, which will reflect the latest data regarding revenues and expenses.
- The preliminary FY20 Capital Budget – Attachment B totals \$21,887,833.
- The Board adopted the FY19 and FY20 Final Operating Budgets on June 22, 2018. This budget revises the adopted FY20 Final Operating Budget and is a new FY21 Preliminary Operating Budget.
- At its February 8th and March 8th meetings the Finance, Budget and Audit Standing Committee received an overview of the FY20 and FY21 Budget assumptions and staff recommendations.
- A Budget Workshop with the Unions will be scheduled for early May to answer questions regarding staff's recommended budget and to obtain input from the employee organizations.

III. DISCUSSION/BACKGROUND

The Board of Directors must adopt a preliminary line item budget in order to allow submittal of Santa Cruz METRO's Transportation Development Act (TDA) and State Transit Assistance (STA) claims to the Santa Cruz County Regional Transportation Commission (SCCRTC) by the April 1st deadline. This is a "first-cut" budget. An updated proposed two-year budget will be presented to the Board of Directors in May, which will reflect the latest data regarding projected revenues and expenses.

A. Operating Revenues

Operating Revenues total \$56,537,786 in FY20 and \$58,007,609 in FY21 (inclusive of Transfers). Major Operating Revenue assumptions in the preliminary FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- Passenger Fares – increase of 0.6% or \$16K. The budget projection is based on an estimated FY19 passenger fares revenue of \$2.6M and an anticipated 2% decrease in FY20. The anticipated 2% decrease correlates to the national trend of decreasing public transit ridership. In addition, local ridership data from July 2018 to January 2019, suggest a decrease of 3.7% in non-student ridership.
- Special Transit Fares – increase of 4.0% or \$217K due to anticipated increase in student enrollment and ridership for fixed routes that serve UCSC. No Contract increase is anticipated and budgeted for Cabrillo in FY20.
- Highway 17 Fares – increase of 0.8% or \$12K. The budget projection is based on an estimated FY19 Highway 17 fares revenue of \$1.5M and an anticipated 3% decrease in FY20, reflecting the national trend of decreasing public transit ridership.
- Advertising Income – increase of 10.0% or \$25K reflecting recent trends.
- Interest Income – increase of 11.1% or \$10K due to higher interest rates for the last three years.
- 1979 Gross Sales Tax (1/2 cent) – increase of 4.0% or \$870K due to anticipated favorable FY19 budget variance for the year and the general economic outlook for 2019 and 2020.
- 2016 Net Sales Tax (Measure D) – increase of 4.0% or \$129K. The projected increase mirrors the anticipated increase in the 1979 Gross Sales Tax (1/2 cent).

E&D TAC April 9, 2019 - Item 14 Attachment 1

- Transportation Development Act (TDA-LTF) - increase of 6.1% or \$432K, as per recent allocations, as well as CPI growth projections.
- FTA Sec 5307 – Operating Assistance - increase of 2.2% or \$97K, as per current budget projections from the Federal Transit Administration (FTA).
- AMBAG/Misc. Grant Funding – increase of 754.2% or \$181K due to an operating grant from Monterey Bay Air Resources District (MBARD) for operation of the Watsonville Circulator.
- STIC – increase of 13.5% or \$328K due to changes in the allocation formula.
- TDA – STA – Operating (includes SB1) – increase of 14.3% or \$506K, reflecting increased allocation estimates from SCO from August 2018, as well as 4% growth projections.
- Fuel Tax Credit – decrease of -10.8% or (\$38K) due to planned bus replacements resulting in decreased CNG usage.

Moderate increases in most Operating Revenue Sources are budgeted in FY21, such as:

- 1979 Gross Sales Tax (1/2 cent) – increase of 4.0%.
- 2016 Net Sales Tax (Measure D) – increase of 4.0%.
- Transportation Development Act (TDA) - increase of 3.0%.
- FTA Sec 5307 – Operating Assistance - increase of 5.0% (New Surface Transportation Act in 2020).
- STIC – increase of 5.0% (New Surface Transportation Act in 2020)
- TDA - STA – Operating (includes SB1) – decrease of -0.9% due to declining allocations of PUC 99313 funds to Santa Cruz METRO (80% in FY20) as per agreement with RTC at their 12/7/17 meeting.

B. Operating Expenses

Operating Expenses total \$51,651,211 in FY20 and \$52,697,267 in FY21. Major Operating Expenses assumptions in the preliminary FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- **Personnel Expenses** (Labor and Fringe Benefits) increased by 5.7% or \$2,281K.
- **Non-Personnel Expenses** decreased by -5.0% or (\$482K).

Personnel Expenses:

Personnel Expenses (Labor and Fringe Benefits) increase by 5.7% or \$2,281K primarily due to:

- Contractual obligations (step and longevity increases).
- Increase in CalPERS retirement employer contribution from 26.8% in FY19 to 30.2% in FY20, as per CalPERS actuarial information.
- Increased number of FTEs (Full Time Equivalents) depicted in the table below:

FTEs	Funded FY19 June 2018	Funded FY20 March 2019
Customer Service Representative (CSR)*	0.5	1
Customer Service Representative (CSR)*	0.5	1
Financial Analyst*	0.5	1
FM Mechanic II*	0.5	1
Bus Operator* (expansion)	0.5	0
Marketing Communications and Customer Service Manager*	0.5	1
Transportation Planning Aide (Provisional)	0	1
Bus Operator (Watsonville Circulator)	0	1
Assistant Safety & Training Coordinator	0	1
Assistant Operations Manager	0	1
Assistant (Paratransit) Operations Manager	1	0
Facilities Maintenance Manager	0	1
Assistant Maintenance Manager (<i>remains Authorized</i>)	1	0
<i>Notes: * FTEs funded for 6 months in FY19</i>		

- Budgeted increase in the medical insurance premiums for 2020: 5% (based on the average increase in the two main HMO plans for the last 5 years).

Non – Personnel Expenses:

Non-Personnel Expenses decrease by -5.0% or (\$482K) primarily due to:

- Mobile Materials & Supplies – decrease of -20.2% or (\$674K) due to significant budget savings in the Fuel & Lubricants Rev Vehicle and Parts in the Fleet Maintenance Department.

The decrease is offset by budget increases in the following categories:

- Services – increase of 2.6% or \$97K. Major contributors are:
 - Admin/Bank Fees: 9.8% or \$37K (cost escalators)
 - Repair Equipment: 4.0% or \$27K due to anticipated increases in repairs in the Fleet and Facilities Maintenance Departments
 - Repair – Rev Vehicle: 24.8% or \$100K due to aging fleet.
- Casualty & Liability – increase of 7.3% or \$55K primarily due to 10% or \$51K estimated increase in Insurance PL/PD (increased insurance premiums). More information will be available in April 2019.

Major Operating Expense assumptions in the preliminary FY21 budget over the FY20 budget include:

- **Personnel Expenses** (Labor and Fringe Benefits) increase by 3.3%
 - Contractual items - step and longevity increases.
 - Projected increase in Retirement as per CalPERS Annual Valuation Reports.
 - Anticipated increase in Medical insurance premiums, effective in January 2021.
- **Non-Personnel Expenses** decrease by -3.7% primarily due to Services (Prof/Technical Fees).

Transfers & Operating Balance

Transfers total \$4,886,575 in FY20 and \$5,310,342 in FY21. Assumptions in the preliminary FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- **Transfers to Capital Budget** increase by 2.1% or \$48K. The increase is consistent with the goal to honor our commitment to the Capital Budget and maintain assets in a state of good repair by committing \$3.0M each year (\$2.4M from the Measure D and TDA-STA transfer from Operating, and \$0.6M from the TDA-STA-SGR that goes directly to the Capital Budget).

- **Transfers to Operating and Capital Reserve Fund** increase by 78.3% or \$1,102K primarily due to the transfer of excess operating funds to a newly established reserve fund dedicated to the funding of additional payments to Santa Cruz METRO's Unfunded CalPERS Liability (UAL) and Other Post-Employment Benefits (OPEB).

There are no significant changes in the budgeted Transfers & Operating Balance in FY21, with the exception of the Transfers to Operating and Capital Reserve Fund: 16.4% increase due to availability of funds resulting from operating efficiencies and budget savings in FY21.

C. Capital Budget

The preliminary FY20 Capital Budget as shown in Attachment B totals \$21,887,833.

IV. FINANCIAL CONSIDERATIONS/IMPACT

- The proposed two-year FY20 and FY21 preliminary line item Operating Budgets – Attachment A total \$56,537,786 and \$58,007,609, respectively (inclusive of Transfers and Operating Balance). This is a “first-cut” budget. An updated proposed two-year budget will be presented to the Board of Directors in May, which will reflect the latest data regarding revenues and expenses.
- The preliminary FY20 Capital Budget – Attachment B totals \$21,887,833.

V. ALTERNATIVES CONSIDERED

- There are no recommended alternatives at this time. The Board of Directors must adopt a preliminary line item budget in order to allow submittal of Santa Cruz METRO's Transportation Development Act (TDA) and State Transit Assistance (STA) claims to the Santa Cruz County Regional Transportation Commission (SCCRTC) by the April 1st deadline. This is a “first-cut” budget. A two-year budget proposal will be presented to the Board of Directors in May, which will reflect the latest data regarding projected revenues and expenses.

VI. ATTACHMENTS

Attachment A: FY20 and FY21 Preliminary line item Operating Budgets

Attachment B: FY20 Preliminary Capital Budget

Prepared By: Kristina Mihaylova, Sr. Financial Analyst

E&D TAC April 9, 2019 - Item 14 Attachment 1
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 PRELIMINARY OPERATING BUDGET
REVENUE SOURCES

REVENUE SOURCE		Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1	Passenger Fares	2,563,172	2,579,087	0.6%	15,915	2,527,506	-2.0%
2	Special Transit Fares	5,381,772	5,598,914	4.0%	217,142	5,714,004	2.1%
3	Paratransit Fares	291,566	291,566	0.0%	-	291,566	0.0%
4	Highway 17 Fares	1,475,275	1,487,489	0.8%	12,214	1,457,739	-2.0%
5	Highway 17 Payments	531,329	535,957	0.9%	4,628	540,724	0.9%
6	Commissions	2,500	2,500	0.0%	-	2,500	0.0%
7	Advertising Income	250,000	275,000	10.0%	25,000	250,000	-9.1%
8	Rent Income	147,405	150,000	1.8%	2,595	153,000	2.0%
9	Interest Income	90,000	100,000	11.1%	10,000	100,000	0.0%
10	Other Non-Transp Revenue	20,000	30,000	50.0%	10,000	30,000	0.0%
11	1979 Gross Sales Tax (1/2 cent)	21,747,344	22,617,238	4.0%	869,894	23,521,927	4.0%
12	2016 Net Sales Tax (Measure D)	3,229,124	3,358,289	4.0%	129,165	3,492,621	4.0%
13	Transp Dev Act (TDA - LTF) Funds	7,074,858	7,506,855	6.1%	431,997	7,732,061	3.0%
14*	FTA Sec 5307 - Op Assistance	4,412,091	4,508,716	2.2%	96,625	4,734,152	5.0%
15	FTA Sec 5311 - Rural Op Asst	174,321	178,139	2.2%	3,818	187,046	5.0%
16	AMBAG/Misc. Grant Funding	24,000	205,000	754.2%	181,000	5,000	-97.6%
17	STIC	2,424,031	2,752,352	13.5%	328,321	2,889,970	5.0%
18	TDA - STA - Operating (Includes SB1)	3,540,904	4,047,008	14.3%	506,104	4,084,117	0.9%
19	Fuel Tax Credit	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
20	Medicare Subsidy	550	550	0.0%	-	550	0.0%
					-		
TOTAL REVENUE		53,731,242	56,537,786	5.2%	2,806,543	58,007,609	2.6%
TRANSFERS		(3,735,883)	(4,886,575)	30.8%	(1,150,692)	(5,310,342)	8.7%
TOTAL OPERATING REVENUE		49,995,359	51,651,211	3.3%	1,655,852	52,697,267	2.0%

E&D TAC April 9, 2019 - Item 14 Attachment 1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	8,934,707	9,055,786	1.4%	121,079	9,160,017	1.2%
501013 Bus Operator OT	1,238,781	1,249,806	0.9%	11,025	1,265,717	1.3%
501021 Other Salaries	8,240,187	8,451,310	2.6%	211,123	8,608,930	1.9%
501023 Other OT	466,213	615,054	31.9%	148,841	628,506	2.2%
Totals	18,879,888	19,371,956	2.6%	492,068	19,663,170	1.5%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	331,001	338,575	2.3%	7,574	343,705	1.5%
502021 Retirement	5,639,195	6,458,339	14.5%	819,144	6,986,630	8.2%
502031 Medical Ins	9,419,857	10,338,464	9.8%	918,607	10,793,923	4.4%
502041 Dental Ins	500,840	474,241	-5.3%	(26,599)	478,169	0.8%
502045 Vision Ins	125,302	124,417	-0.7%	(886)	127,739	2.7%
502051 Life Ins/AD&D	50,015	51,852	3.7%	1,837	53,187	2.6%
502060 State Disability Ins (SDI)	228,733	234,757	2.6%	6,024	245,658	4.6%
502061 Long Term Disability Ins	143,675	152,193	5.9%	8,518	148,977	-2.1%
502071 State Unemployment Ins (SUI)	58,581	55,682	-4.9%	(2,899)	59,255	6.4%
502081 Worker's Comp Ins	901,766	928,818	3.0%	27,052	956,683	3.0%
502101 Holiday Pay	645,068	656,692	1.8%	11,624	666,673	1.5%
502103 Floating Holiday	110,689	113,993	3.0%	3,304	115,916	1.7%
502109 Sick Leave	989,326	1,007,049	1.8%	17,723	1,022,277	1.5%
502111 Annual Leave	1,970,491	1,965,406	-0.3%	(5,084)	1,998,485	1.7%
502121 Other Paid Absence	151,188	153,912	1.8%	2,724	156,252	1.5%
502251 Phys. Exams	12,283	11,183	-9.0%	(1,100)	7,883	-29.5%
502253 Driver Lic Renewal	3,211	2,911	-9.3%	(300)	2,811	-3.4%
502999 Other Fringe Benefits	59,004	60,610	2.7%	1,606	60,791	0.3%
Totals	21,340,225	23,129,094	8.4%	1,788,869	24,225,012	4.7%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	105,250	105,250	0.0%	-	106,750	1.4%
503012 Admin/Bank Fees	380,000	417,244	9.8%	37,244	430,243	3.1%
503031 Prof/Technical Fees	970,968	884,004	-9.0%	(86,964)	479,667	-45.7%
503032 Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%
503033 Legal Services	400,000	400,000	0.0%	-	400,000	0.0%
503034 Pre-Employment Exams	5,525	7,450	34.8%	1,925	7,450	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	8,300	9,500	14.5%	1,200	9,500	0.0%
503162 Uniforms/Laundry	25,910	26,600	2.7%	690	26,600	0.0%
503171 Security Services	525,700	539,002	2.5%	13,302	539,002	0.0%
503221 Classified/Legal Ads	14,700	21,900	49.0%	7,200	21,900	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	50,000	53,000	6.0%	3,000	53,000	0.0%
503352 Repair - Equipment	670,800	697,500	4.0%	26,700	690,410	-1.0%
503353 Repair - Rev Vehicle	401,500	501,000	24.8%	99,500	501,000	0.0%
503354 Repair - Non Rev Vehicle	33,000	25,000	-24.2%	(8,000)	25,000	0.0%
503363 Haz Mat Disposal	48,400	50,000	3.3%	1,600	50,000	0.0%
Totals	3,741,053	3,838,450	2.6%	97,397	3,441,522	-10.3%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	60,000	71,000	18.3%	11,000	71,000	0.0%
504012 Fuels & Lubricants - Rev Veh	1,873,500	1,500,000	-19.9%	(373,500)	1,500,000	0.0%
504021 Tires & Tubes	200,000	188,500	-5.8%	(11,500)	188,500	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	1,200,500	900,500	-25.0%	(300,000)	900,720	0.0%
Totals	3,334,000	2,660,000	-20.2%	(674,000)	2,660,220	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	7,500	8,000	6.7%	500	8,000	0.0%
504211 Postage & Mailing	10,600	10,360	-2.3%	(240)	10,360	0.0%
504214 Promotional Items	21,550	20,900	-3.0%	(650)	21,550	3.1%
504215 Printing	53,450	52,475	-1.8%	(975)	52,350	-0.2%
504217 Photo Supp/Process	3,400	2,000	-41.2%	(1,400)	2,000	0.0%
504311 Office Supplies	70,800	72,300	2.1%	1,500	72,300	0.0%
504315 Safety Supplies	16,120	26,620	65.1%	10,500	26,120	-1.9%
504317 Cleaning Supplies	44,600	52,100	16.8%	7,500	52,100	0.0%
504409 Repair/Maint Supplies	110,500	120,000	8.6%	9,500	120,000	0.0%
504417 Tenant Repairs	14,000	14,000	0.0%	-	14,000	0.0%
504421 Non-Inventory Parts	85,000	50,000	-41.2%	(35,000)	50,000	0.0%
504511 Small Tools	11,000	13,900	26.4%	2,900	12,500	-10.1%
504515 Employee Tool Replacement	3,000	3,000	0.0%	-	3,000	0.0%
Totals	451,520	445,655	-1.3%	(5,865)	444,280	-0.3%
UTILITIES						
505011 Gas & Electric	319,000	319,000	0.0%	-	319,000	0.0%
505021 Water & Garbage	158,400	186,400	17.7%	28,000	186,400	0.0%
505031 Telecommunications	153,500	138,000	-10.1%	(15,500)	138,000	0.0%
Totals	630,900	643,400	2.0%	12,500	643,400	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	60,808	64,329	5.8%	3,521	66,487	3.4%
506015 Insurance - PL/PD	508,887	559,776	10.0%	50,889	615,753	10.0%
506021 Insurance - Other	30,080	30,179	0.3%	99	31,084	3.0%
506123 Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	749,775	804,284	7.3%	54,509	863,324	7.3%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
TAXES						
507051 Fuel Tax	15,000	15,000	0.0%	-	15,000	0.0%
507201 Licenses & Permits	17,600	22,000	25.0%	4,400	22,000	0.0%
507999 Other Taxes	14,400	15,000	4.2%	600	15,000	0.0%
Totals	47,000	52,000	10.6%	5,000	52,000	0.0%
MISC EXPENSE						
509011 Dues/Subscriptions	89,200	89,942	0.8%	742	90,798	1.0%
509081 Advertising - District Promo	5,000	5,000	0.0%	-	5,000	0.0%
509101 Employee Incentive Program	13,900	19,200	38.1%	5,300	19,200	0.0%
509121 Employee Training	180,050	188,550	4.7%	8,500	188,240	-0.2%
509122 BOD Travel	11,000	15,000	36.4%	4,000	15,000	0.0%
509123 Travel	78,900	88,500	12.2%	9,600	88,500	0.0%
509125 Local Meeting Expense	7,650	11,150	45.8%	3,500	11,150	0.0%
509127 Board Director Fees	12,600	12,600	0.0%	-	12,600	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	398,300	429,942	7.9%	31,642	430,488	0.1%
INTEREST EXPENSE						
511102 Interest Expense	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
Totals	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
LEASES & RENTALS						
512011 Facility Lease	225,800	232,533	3.0%	6,733	237,705	2.2%
512061 Equipment Rental	13,800	11,800	-14.5%	(2,000)	11,800	0.0%
Totals	239,600	244,333	2.0%	4,733	249,505	2.1%
PERSONNEL TOTAL	40,220,113	42,501,050	5.7%	2,280,937	43,888,182	3.3%
NON-PERSONNEL TOTAL	9,631,765	9,150,161	-5.0%	(481,604)	8,809,085	-3.7%
TOTAL OPERATING EXPENSES	49,851,878	51,651,211	3.6%	1,799,333	52,697,267	2.0%

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 PRELIMINARY OPERATING BUDGET
TRANSFERS & OPERATING BALANCE**

	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
TRANSFERS						
Transfers to Capital Budget						
1 Transfer to Capital Budget (2016 Net Sales Tax Measure D)	1,860,148	1,852,386	-0.4%	(7,762)	1,943,303	4.9%
2 Transfer to Capital Budget (TDA - STA - Operating , Includes SB1)	468,773	524,872	12.0%	56,099	445,882	-15.0%
Totals	2,328,921	2,377,258	2.1%	48,337	2,389,185	0.5%
Transfers to Operating and Capital Reserve Fund						
3 Transfer to Operating and Capital Reserve Fund (Fuel Tax Credit)*	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
4 Transfer to Operating and Capital Reserve Fund (Calpers UAL & OPEB)	-	2,000,000	100.0%	2,000,000	2,000,000	0.0%
5 Transfer Excess to Operating and Capital Reserve Fund	1,055,962	196,191	-81.4%	(859,771)	628,031	220.1%
Totals	1,406,962	2,509,317	78.3%	1,102,355	2,921,157	16.4%
TOTAL TRANSFERS	3,735,883	4,886,575	30.8%	1,150,692	5,310,342	8.7%
TOTAL REVENUE	53,731,242	56,537,786	5.2%	2,806,543	58,007,609	2.6%
TOTAL EXPENSES	49,851,878	51,651,211	3.6%	1,799,333	52,697,267	2.0%
TOTAL TRANSFERS	(3,735,883)	(4,886,575)	30.8%	(1,150,692)	(5,310,342)	8.7%
OPERATING BALANCE	143,481	-	-100.0%	(143,481)	-	0.0%

*Subject to annual renewal of the tax extenders

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Departmental Expenses

DEPARTMENT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1100 Administration	1,387,101	1,207,379	-13.0%	(179,722)	1,238,221	2.6%
1200 Finance	2,406,024	2,579,647	7.2%	173,624	2,651,898	2.8%
1300 Customer Service	1,462,307	1,915,712	31.0%	453,405	1,962,834	2.5%
1400 Human Resources	1,033,070	1,046,301	1.3%	13,231	1,076,654	2.9%
1500 Information Technology	1,254,897	1,338,859	6.7%	83,962	1,355,131	1.2%
Planning, Grants, 1600 Governmental Affairs	1,242,207	1,368,526	10.2%	126,320	1,064,622	-22.2%
1700 District Counsel	400,000	400,000	0.0%	-	400,000	0.0%
Safety, Security , and Risk 1800 Management	440,167	1,019,984	131.7%	579,817	1,039,335	1.9%
1900 Purchasing	980,723	1,008,241	2.8%	27,519	996,106	-1.2%
2200 Facilities Maintenance	2,830,867	3,201,114	13.1%	370,246	3,277,626	2.4%
3100 Paratransit Program	4,482,307	4,437,334	-1.0%	(44,973)	4,605,578	3.8%
3200 Operations	2,763,474	2,580,294	-6.6%	(183,180)	2,685,061	4.1%
3300 Bus Operators	17,256,227	18,058,605	4.6%	802,378	18,525,917	2.6%
4100 Fleet Maintenance	8,829,303	8,180,285	-7.4%	(649,018)	8,347,964	2.0%
9001 Cobra Benefits	-	-	0.0%	-	-	0.0%
9005 Retired Employee Benefits	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%
700 SCCIC	250	250	0.0%	-	250	0.0%
TOTAL OPERATING EXPENSES	49,851,878	51,651,211	3.6%	1,799,333	52,697,267	2.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Administration - 1100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
<hr/>						
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	444,995	454,457	2.1%	9,462	466,334	2.6%
501023 Other OT	6,500	4,545	-30.1%	(1,955)	4,663	2.6%
Totals	451,495	459,002	1.7%	7,507	470,997	2.6%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	8,210	8,354	1.8%	144	8,572	2.6%
502021 Retirement	127,702	142,436	11.5%	14,734	152,813	7.3%
502031 Medical Ins	59,238	65,353	10.3%	6,116	69,787	6.8%
502041 Dental Ins	4,151	4,102	-1.2%	(49)	4,163	1.5%
502045 Vision Ins	1,229	1,266	3.0%	37	1,304	3.0%
502051 Life Ins/AD&D	5,092	5,072	-0.4%	(20)	5,154	1.6%
502060 State Disability Ins (SDI)	3,870	3,965	2.5%	96	4,193	5.7%
502061 Long Term Disability Ins	2,942	3,053	3.8%	111	2,977	-2.5%
502071 State Unemployment Ins (SUI)	721	683	-5.2%	(38)	725	6.1%
502081 Worker's Comp Ins	11,598	11,946	3.0%	348	12,305	3.0%
502101 Holiday Pay	17,221	17,587	2.1%	365	18,047	2.6%
502103 Floating Holiday	21,332	21,717	1.8%	385	22,225	2.3%
502109 Sick Leave	25,832	26,380	2.1%	548	27,070	2.6%
502111 Annual Leave	46,270	47,301	2.2%	1,031	48,613	2.8%
502121 Other Paid Absence	4,036	4,122	2.1%	86	4,230	2.6%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	11,961	11,965	0.0%	3	11,968	0.0%
Totals	351,406	375,301	6.8%	23,896	394,147	5.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Administration - 1100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	306,000	75,940	-75.2%	(230,060)	75,940	0.0%
503032 Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	4,000	6,000	50.0%	2,000	6,000	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	4,000	4,200	5.0%	200	4,200	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	415,000	187,140	-54.9%	(227,860)	187,140	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Administration - 1100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	4,500	4,500	0.0%	-	4,500	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	1,100	1,100	0.0%	-	1,100	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	18,000	22,000	22.2%	4,000	22,000	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	23,600	27,600	16.9%	4,000	27,600	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Administration - 1100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	78,000	78,736	0.9%	736	78,736	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	10,000	13,000	30.0%	3,000	13,000	0.0%
509121 Employee Training	2,000	2,000	0.0%	-	2,000	0.0%
509122 BOD Travel	11,000	15,000	36.4%	4,000	15,000	0.0%
509123 Travel	23,000	25,000	8.7%	2,000	25,000	0.0%
509125 Local Meeting Expense	7,000	10,000	42.9%	3,000	10,000	0.0%
509127 Board Director Fees	12,600	12,600	0.0%	-	12,600	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	143,600	156,336	8.9%	12,736	156,336	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	2,000	2,000	0.0%	-	2,000	0.0%
Totals	2,000	2,000	0.0%	-	2,000	0.0%
				-		
PERSONNEL TOTAL	802,901	834,303	3.9%	31,402	865,145	3.7%
NON-PERSONNEL TOTAL	584,200	373,076	-36.1%	(211,124)	373,076	0.0%
DEPARTMENT TOTALS	1,387,101	1,207,379	-13.0%	(179,722)	1,238,221	2.6%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Finance - 1200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
<hr/>						
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	679,376	657,933	-3.2%	(21,443)	666,602	1.3%
501023 Other OT	2,400	3,290	37.1%	890	3,333	1.3%
Totals	681,776	661,222	-3.0%	(20,553)	669,935	1.3%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	12,398	12,026	-3.0%	(372)	12,181	1.3%
502021 Retirement	228,531	249,473	9.2%	20,941	269,436	8.0%
502031 Medical Ins	185,674	212,744	14.6%	27,070	222,752	4.7%
502041 Dental Ins	11,125	11,901	7.0%	776	12,077	1.5%
502045 Vision Ins	2,612	2,532	-3.1%	(80)	2,608	3.0%
502051 Life Ins/AD&D	1,168	1,144	-2.0%	(24)	1,179	3.0%
502060 State Disability Ins (SDI)	7,624	7,460	-2.1%	(164)	7,876	5.6%
502061 Long Term Disability Ins	4,627	4,815	4.1%	188	4,680	-2.8%
502071 State Unemployment Ins (SUI)	1,622	1,366	-15.8%	(256)	1,450	6.1%
502081 Worker's Comp Ins	20,297	20,906	3.0%	609	21,533	3.0%
502101 Holiday Pay	25,835	25,021	-3.1%	(814)	25,350	1.3%
502103 Floating Holiday	14,288	14,158	-0.9%	(129)	14,158	0.0%
502109 Sick Leave	38,753	37,532	-3.1%	(1,221)	38,026	1.3%
502111 Annual Leave	88,326	85,559	-3.1%	(2,767)	86,681	1.3%
502121 Other Paid Absence	6,055	5,864	-3.1%	(191)	5,942	1.3%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	4,136	4,129	-0.2%	(7)	4,136	0.2%
Totals	653,072	696,632	6.7%	43,560	730,065	4.8%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Finance - 1200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	105,000	105,000	0.0%	-	106,500	1.4%
503012 Admin/Bank Fees	380,000	417,244	9.8%	37,244	430,243	3.1%
503031 Prof/Technical Fees	36,600	41,005	12.0%	4,405	11,268	-72.5%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	521,600	563,249	8.0%	41,649	548,011	-2.7%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Finance - 1200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	1,050	1,175	11.9%	125	1,050	-10.6%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	1,050	1,175	11.9%	125	1,050	-10.6%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	60,808	64,329	5.8%	3,521	66,487	3.4%
506015 Insurance - PL/PD	402,021	514,994	28.1%	112,973	566,493	10.0%
506021 Insurance - Other	30,080	30,179	0.3%	99	31,084	3.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	492,909	609,502	23.7%	116,593	664,064	9.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Finance - 1200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	850	620	-27.1%	(230)	627	1.1%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	3,150	3,150	0.0%	-	1,800	-42.9%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	12,000	12,000	0.0%	-	12,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	16,000	15,770	-1.4%	(230)	14,427	-8.5%
INTEREST EXPENSE						
511102 Interest Expense	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
Totals	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	1,334,848	1,357,854	1.7%	23,007	1,400,000	3.1%
NON-PERSONNEL TOTAL	1,071,176	1,221,793	14.1%	150,617	1,251,898	2.5%
DEPARTMENT TOTALS	2,406,024	2,579,647	7.2%	173,624	2,651,898	2.8%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Marketing, Communications, & Customer Service - 1300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	630,982	773,853	22.6%	142,871	794,272	2.6%
501023 Other OT	21,000	18,000	-14.3%	(3,000)	18,475	2.6%
Totals	651,982	791,853	21.5%	139,871	812,747	2.6%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	11,532	13,983	21.3%	2,451	14,346	2.6%
502021 Retirement	207,541	285,794	37.7%	78,253	312,631	9.4%
502031 Medical Ins	294,340	383,395	30.3%	89,054	399,565	4.2%
502041 Dental Ins	19,277	22,012	14.2%	2,734	22,337	1.5%
502045 Vision Ins	4,456	5,381	20.8%	925	5,543	3.0%
502051 Life Ins/AD&D	1,650	1,992	20.8%	342	2,052	3.0%
502060 State Disability Ins (SDI)	8,192	9,933	21.3%	1,741	10,496	5.7%
502061 Long Term Disability Ins	4,751	7,456	56.9%	2,705	7,430	-0.3%
502071 State Unemployment Ins (SUI)	2,884	2,904	0.7%	20	3,081	6.1%
502081 Worker's Comp Ins	37,694	38,825	3.0%	1,131	39,990	3.0%
502101 Holiday Pay	23,441	28,686	22.4%	5,245	29,442	2.6%
502103 Floating Holiday	2,283	4,794	110.0%	2,512	5,034	5.0%
502109 Sick Leave	35,162	43,029	22.4%	7,867	44,163	2.6%
502111 Annual Leave	76,960	89,252	16.0%	12,292	91,090	2.1%
502121 Other Paid Absence	5,494	6,723	22.4%	1,229	6,900	2.6%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	2,578	2,437	-5.5%	(141)	2,452	0.6%
Totals	738,235	946,595	28.2%	208,360	996,552	5.3%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Marketing, Communications, & Customer Service - 1300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	9,980	110,864	1010.9%	100,884	86,264	-22.2%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	960	1,300	35.4%	340	1,300	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	2,000	2,000	0.0%	-	2,000	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	12,940	114,164	782.3%	101,224	89,564	-21.5%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	500	500	0.0%	-	720	44.0%
Totals	500	500	0.0%	-	720	44.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Marketing, Communications, & Customer Service - 1300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	3,000	3,500	16.7%	500	3,500	0.0%
504214 Promotional Items	21,350	20,700	-3.0%	(650)	21,350	3.1%
504215 Printing	800	800	0.0%	-	800	0.0%
504217 Photo Supp/Process	3,400	2,000	-41.2%	(1,400)	2,000	0.0%
504311 Office Supplies	6,500	4,500	-30.8%	(2,000)	4,500	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	35,050	31,500	-10.1%	(3,550)	32,150	2.1%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	5,600	10,000	78.6%	4,400	10,000	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	5,600	10,000	78.6%	4,400	10,000	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Marketing, Communications, & Customer Service - 1300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	200	200	0.0%	-	200	0.0%
509081 Advertising - District Promo	5,000	5,000	0.0%	-	5,000	0.0%
509101 Employee Incentive Program	-	200	100.0%	200	200	0.0%
509121 Employee Training	5,500	5,500	0.0%	-	5,500	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	3,000	6,000	100.0%	3,000	6,000	0.0%
509125 Local Meeting Expense	-	200	100.0%	200	200	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	13,700	17,100	24.8%	3,400	17,100	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	4,300	4,000	-7.0%	(300)	4,000	0.0%
Totals	4,300	4,000	-7.0%	(300)	4,000	0.0%
				-		
PERSONNEL TOTAL	1,390,217	1,738,448	25.0%	348,231	1,809,300	4.1%
NON-PERSONNEL TOTAL	72,090	177,264	145.9%	105,174	153,534	-13.4%
DEPARTMENT TOTALS	1,462,307	1,915,712	31.0%	453,405	1,962,834	2.5%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Human Resources - 1400

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	465,970	469,780	0.8%	3,810	476,749	1.5%
501023 Other OT	7,200	4,678	-35.0%	(2,522)	4,747	1.5%
Totals	473,170	474,458	0.3%	1,288	481,496	1.5%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	8,344	8,366	0.3%	22	8,490	1.5%
502021 Retirement	152,304	172,826	13.5%	20,522	187,010	8.2%
502031 Medical Ins	81,111	109,087	34.5%	27,976	113,732	4.3%
502041 Dental Ins	5,189	7,012	35.1%	1,823	7,116	1.5%
502045 Vision Ins	1,844	1,899	3.0%	55	1,956	3.0%
502051 Life Ins/AD&D	883	806	-8.7%	(77)	831	3.0%
502060 State Disability Ins (SDI)	5,341	5,424	1.6%	83	5,717	5.4%
502061 Long Term Disability Ins	3,611	3,773	4.5%	162	3,713	-1.6%
502071 State Unemployment Ins (SUI)	1,082	1,025	-5.2%	(57)	1,087	6.1%
502081 Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101 Holiday Pay	17,423	17,548	0.7%	124	17,809	1.5%
502103 Floating Holiday	11,677	12,146	4.0%	469	12,392	2.0%
502109 Sick Leave	26,135	26,321	0.7%	186	26,714	1.5%
502111 Annual Leave	42,947	42,363	-1.4%	(584)	42,940	1.4%
502121 Other Paid Absence	4,084	4,113	0.7%	29	4,174	1.5%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	4,067	4,072	0.1%	5	4,077	0.1%
Totals	380,538	431,713	13.4%	51,174	453,139	5.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Human Resources - 1400

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	131,988	81,595	-38.2%	(50,393)	81,595	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	5,525	7,450	34.8%	1,925	7,450	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	9,500	14,700	54.7%	5,200	14,700	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	147,013	103,745	-29.4%	(43,268)	103,745	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Human Resources - 1400

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	2,000	2,000	0.0%	-	2,000	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	2,000	2,000	0.0%	-	2,000	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Human Resources - 1400

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	2,350	2,586	10.0%	236	3,435	32.8%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	25,000	27,000	8.0%	2,000	28,040	3.9%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	2,500	4,000	60.0%	1,500	4,000	0.0%
509125 Local Meeting Expense	500	800	60.0%	300	800	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	30,350	34,386	13.3%	4,036	36,275	5.5%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	853,708	906,171	6.1%	52,463	934,635	3.1%
NON-PERSONNEL TOTAL	179,363	140,131	-21.9%	(39,232)	142,020	1.3%
DEPARTMENT TOTALS	1,033,070	1,046,301	1.3%	13,230	1,076,654	2.9%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Information Technology - 1500

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	466,931	485,408	4.0%	18,477	488,727	0.7%
501023 Other OT	1,600	2,427	51.7%	827	2,444	0.7%
Totals	468,531	487,835	4.1%	19,304	491,171	0.7%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	8,499	8,830	3.9%	331	8,888	0.7%
502021 Retirement	156,675	183,178	16.9%	26,503	196,595	7.3%
502031 Medical Ins	104,656	112,246	7.3%	7,590	117,290	4.5%
502041 Dental Ins	5,518	5,414	-1.9%	(104)	5,494	1.5%
502045 Vision Ins	1,537	1,583	3.0%	46	1,630	3.0%
502051 Life Ins/AD&D	870	1,117	28.4%	247	1,150	3.0%
502060 State Disability Ins (SDI)	4,951	5,292	6.9%	341	5,571	5.3%
502061 Long Term Disability Ins	3,560	3,843	7.9%	283	3,731	-2.9%
502071 State Unemployment Ins (SUI)	901	854	-5.2%	(47)	906	6.1%
502081 Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101 Holiday Pay	17,986	18,663	3.8%	677	18,786	0.7%
502103 Floating Holiday	18,525	19,297	4.2%	772	19,297	0.0%
502109 Sick Leave	26,979	27,995	3.8%	1,016	28,179	0.7%
502111 Annual Leave	49,907	50,813	1.8%	906	51,151	0.7%
502121 Other Paid Absence	4,215	4,374	3.8%	159	4,403	0.7%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	5,989	5,993	0.1%	4	5,998	0.1%
Totals	425,266	464,424	9.2%	39,158	484,450	4.3%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Information Technology - 1500

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21

SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	16,400	6,400	-61.0%	(10,000)	6,400	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	310,800	346,300	11.4%	35,500	339,210	-2.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	327,200	352,700	7.8%	25,500	345,610	-2.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Information Technology - 1500

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	30,800	30,800	0.0%	-	30,800	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	30,800	30,800	0.0%	-	30,800	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Information Technology - 1500

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	1,100	1,100	0.0%	-	1,100	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	2,000	2,000	0.0%	-	2,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	3,100	3,100	0.0%	-	3,100	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
				-		
PERSONNEL TOTAL	893,797	952,259	6.5%	58,462	975,621	2.5%
NON-PERSONNEL TOTAL	361,100	386,600	7.1%	25,500	379,510	-1.8%
DEPARTMENT TOTALS	1,254,897	1,338,859	6.7%	83,962	1,355,131	1.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Planning, Grants, Governmental Affairs - 1600

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	420,333	424,331	1.0%	3,997	421,649	-0.6%
501023 Other OT	10,375	4,243	-59.1%	(6,132)	4,216	-0.6%
Totals	430,708	428,574	-0.5%	(2,134)	425,866	-0.6%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	7,580	7,581	0.0%	1	7,537	-0.6%
502021 Retirement	137,331	156,613	14.0%	19,281	166,015	6.0%
502031 Medical Ins	104,970	103,917	-1.0%	(1,053)	108,629	4.5%
502041 Dental Ins	6,303	6,440	2.2%	137	6,275	-2.6%
502045 Vision Ins	1,537	1,912	24.4%	375	1,884	-1.4%
502051 Life Ins/AD&D	669	806	20.5%	137	801	-0.7%
502060 State Disability Ins (SDI)	4,772	5,029	5.4%	256	5,081	1.1%
502061 Long Term Disability Ins	2,808	3,291	17.2%	483	3,113	-5.4%
502071 State Unemployment Ins (SUI)	901	854	-5.2%	(47)	1,087	27.3%
502081 Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101 Holiday Pay	15,414	15,956	3.5%	543	15,864	-0.6%
502103 Floating Holiday	7,372	6,568	-10.9%	(803)	6,568	0.0%
502109 Sick Leave	23,121	23,935	3.5%	814	23,796	-0.6%
502111 Annual Leave	42,521	44,056	3.6%	1,535	43,979	-0.2%
502121 Other Paid Absence	3,613	3,740	3.5%	127	3,718	-0.6%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	2,089	3,322	59.0%	1,233	3,027	-8.9%
Totals	375,498	398,952	6.2%	23,454	412,756	3.5%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Planning, Grants, Governmental Affairs - 1600

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	390,000	495,000	26.9%	105,000	180,000	-63.6%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	390,000	495,000	26.9%	105,000	180,000	-63.6%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Planning, Grants, Governmental Affairs - 1600

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	35,000	35,000	0.0%	-	35,000	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	35,000	35,000	0.0%	-	35,000	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Planning, Grants, Governmental Affairs - 1600

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	4,500	4,500	0.0%	-	4,500	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	6,500	6,500	0.0%	-	6,500	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	11,000	11,000	0.0%	-	11,000	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	806,207	827,526	2.6%	21,320	838,622	1.3%
NON-PERSONNEL TOTAL	436,000	541,000	24.1%	105,000	226,000	-58.2%
DEPARTMENT TOTALS	1,242,207	1,368,526	10.2%	126,320	1,064,622	-22.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

District General Counsel - 1700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
<hr/>						
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021 Retirement	-	-	0.0%	-	-	0.0%
502031 Medical Ins	-	-	0.0%	-	-	0.0%
502041 Dental Ins	-	-	0.0%	-	-	0.0%
502045 Vision Ins	-	-	0.0%	-	-	0.0%
502051 Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060 State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061 Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071 State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081 Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101 Holiday Pay	-	-	0.0%	-	-	0.0%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	-	-	0.0%	-	-	0.0%
502111 Annual Leave	-	-	0.0%	-	-	0.0%
502121 Other Paid Absence	-	-	0.0%	-	-	0.0%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

District General Counsel - 1700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	400,000	400,000	0.0%	-	400,000	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	400,000	400,000	0.0%	-	400,000	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

District General Counsel - 1700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
<hr/>						
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

District General Counsel - 1700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	-	-	0.0%	-	-	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL	400,000	400,000	0.0%	-	400,000	0.0%
DEPARTMENT TOTALS	400,000	400,000	0.0%	-	400,000	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Safety, Security, and Risk Management - 1800

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	145,709	164,659	13.0%	18,950	172,913	5.0%
501023 Other OT	200	823	311.6%	623	865	5.0%
Totals	145,909	165,482	13.4%	19,573	173,777	5.0%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	2,633	2,990	13.6%	357	3,140	5.0%
502021 Retirement	48,620	62,031	27.6%	13,411	69,454	12.0%
502031 Medical Ins	27,737	31,049	11.9%	3,312	32,602	5.0%
502041 Dental Ins	3,645	3,530	-3.2%	(115)	3,582	1.5%
502045 Vision Ins	615	633	3.0%	18	652	3.0%
502051 Life Ins/AD&D	328	338	3.0%	10	348	3.0%
502060 State Disability Ins (SDI)	1,870	2,123	13.5%	252	2,270	6.9%
502061 Long Term Disability Ins	1,260	1,446	14.8%	186	1,404	-2.9%
502071 State Unemployment Ins (SUI)	361	342	-5.2%	(19)	362	6.1%
502081 Worker's Comp Ins	5,796	5,970	3.0%	174	6,149	3.0%
502101 Holiday Pay	5,581	6,320	13.2%	739	6,637	5.0%
502103 Floating Holiday	4,296	5,144	19.7%	848	5,402	5.0%
502109 Sick Leave	8,372	9,480	13.2%	1,108	9,955	5.0%
502111 Annual Leave	16,130	18,315	13.5%	2,185	19,233	5.0%
502121 Other Paid Absence	1,308	1,481	13.2%	173	1,556	5.0%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	3,206	3,207	0.1%	2	3,209	0.1%
Totals	131,758	154,400	17.2%	22,641	165,956	7.5%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Safety, Security, and Risk Management - 1800

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	500	6,200	1140.0%	5,700	6,200	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	528,402	100.0%	528,402	528,402	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	500	534,602	106820.4%	534,102	534,602	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Safety, Security, and Risk Management - 1800

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	500	500	0.0%	-	500	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	1,000	2,500	150.0%	1,500	2,000	-20.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	1,500	3,000	100.0%	1,500	2,500	-16.7%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	150,000	150,000	0.0%	-	150,000	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Safety, Security, and Risk Management - 1800

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	500	500	0.0%	-	500	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	3,000	100.0%	3,000	3,000	0.0%
509121 Employee Training	5,000	3,000	-40.0%	(2,000)	3,000	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	5,000	6,000	20.0%	1,000	6,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	10,500	12,500	19.0%	2,000	12,500	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	277,667	319,882	15.2%	42,215	339,733	6.2%
NON-PERSONNEL TOTAL	162,500	700,102	330.8%	537,602	699,602	-0.1%
DEPARTMENT TOTALS	440,167	1,019,984	131.7%	579,817	1,039,335	1.9%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Purchasing - 1900

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	484,771	453,556	-6.4%	(31,215)	455,388	0.4%
501023 Other OT	1,128	2,268	101.0%	1,140	2,277	0.4%
Totals	485,899	455,823	-6.2%	(30,076)	457,665	0.4%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	8,796	8,239	-6.3%	(556)	8,272	0.4%
502021 Retirement	162,283	170,922	5.3%	8,639	182,952	7.0%
502031 Medical Ins	143,123	163,605	14.3%	20,482	171,019	4.5%
502041 Dental Ins	8,960	8,777	-2.0%	(183)	8,907	1.5%
502045 Vision Ins	2,459	2,532	3.0%	74	2,608	3.0%
502051 Life Ins/AD&D	1,011	1,041	3.0%	30	1,072	3.0%
502060 State Disability Ins (SDI)	5,780	5,753	-0.5%	(28)	5,987	4.1%
502061 Long Term Disability Ins	4,004	4,149	3.6%	145	4,045	-2.5%
502071 State Unemployment Ins (SUI)	1,442	1,366	-5.2%	(76)	1,450	6.1%
502081 Worker's Comp Ins	23,197	23,892	3.0%	695	24,609	3.0%
502101 Holiday Pay	18,630	17,414	-6.5%	(1,215)	17,482	0.4%
502103 Floating Holiday	6,918	5,548	-19.8%	(1,369)	5,548	0.0%
502109 Sick Leave	27,945	26,122	-6.5%	(1,823)	26,223	0.4%
502111 Annual Leave	62,838	59,246	-5.7%	(3,591)	59,433	0.3%
502121 Other Paid Absence	4,366	4,082	-6.5%	(285)	4,097	0.4%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	2,172	2,179	0.3%	7	2,186	0.3%
Totals	483,923	504,868	4.3%	20,944	525,891	4.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Purchasing - 1900

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21

SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	35,000	100.0%	35,000	-	-100.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	850	2,000	135.3%	1,150	2,000	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	1,200	1,200	0.0%	-	1,200	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	2,050	38,200	1763.4%	36,150	3,200	-91.6%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Purchasing - 1900

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	100	100	0.0%	-	100	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	200	200	0.0%	-	200	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	1,500	1,500	0.0%	-	1,500	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	1,800	1,800	0.0%	-	1,800	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Purchasing - 1900

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	300	300	0.0%	-	300	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	2,100	2,100	0.0%	-	2,100	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	4,500	5,000	11.1%	500	5,000	0.0%
509125 Local Meeting Expense	150	150	0.0%	-	150	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	7,050	7,550	7.1%	500	7,550	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
				-		
PERSONNEL TOTAL	969,823	960,691	-0.9%	(9,131)	983,556	2.4%
NON-PERSONNEL TOTAL	10,900	47,550	336.2%	36,650	12,550	-73.6%
DEPARTMENT TOTALS	980,723	1,008,241	2.8%	27,519	996,106	-1.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Facilities Maintenance - 2200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	725,762	818,728	12.8%	92,965	841,435	2.8%
501023 Other OT	41,425	98,247	137.2%	56,822	100,972	2.8%
Totals	767,187	916,975	19.5%	149,788	942,407	2.8%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	13,516	16,068	18.9%	2,552	16,512	2.8%
502021 Retirement	238,734	304,984	27.8%	66,251	334,157	9.6%
502031 Medical Ins	345,292	387,648	12.3%	42,356	402,490	3.8%
502041 Dental Ins	22,553	24,041	6.6%	1,488	24,396	1.5%
502045 Vision Ins	5,224	5,698	9.1%	473	5,869	3.0%
502051 Life Ins/AD&D	1,934	2,213	14.4%	279	2,279	3.0%
502060 State Disability Ins (SDI)	9,601	11,242	17.1%	1,641	11,869	5.6%
502061 Long Term Disability Ins	6,762	7,781	15.1%	1,019	7,691	-1.1%
502071 State Unemployment Ins (SUI)	3,064	3,074	0.3%	10	3,262	6.1%
502081 Worker's Comp Ins	49,293	50,771	3.0%	1,478	52,295	3.0%
502101 Holiday Pay	27,406	31,073	13.4%	3,667	31,931	2.8%
502103 Floating Holiday	-	5,363	100.0%	5,363	5,631	5.0%
502109 Sick Leave	41,109	46,610	13.4%	5,501	47,896	2.8%
502111 Annual Leave	89,997	100,825	12.0%	10,829	103,376	2.5%
502121 Other Paid Absence	6,423	7,283	13.4%	859	7,484	2.8%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	473	2,466	421.5%	1,993	2,481	0.6%
Totals	861,380	1,007,139	16.9%	145,759	1,059,619	5.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Facilities Maintenance - 2200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	30,000	30,000	0.0%	-	30,000	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	7,000	7,000	0.0%	-	7,000	0.0%
503162 Uniforms/Laundry	4,500	2,500	-44.4%	(2,000)	2,500	0.0%
503171 Security Services	10,600	10,600	0.0%	-	10,600	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	50,000	53,000	6.0%	3,000	53,000	0.0%
503352 Repair - Equipment	290,000	300,000	3.4%	10,000	300,000	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	48,400	50,000	3.3%	1,600	50,000	0.0%
Totals	440,500	453,100	2.9%	12,600	453,100	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Facilities Maintenance - 2200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	2,000	1,500	-25.0%	(500)	1,500	0.0%
504315 Safety Supplies	6,000	6,000	0.0%	-	6,000	0.0%
504317 Cleaning Supplies	38,000	45,000	18.4%	7,000	45,000	0.0%
504409 Repair/Maint Supplies	110,500	120,000	8.6%	9,500	120,000	0.0%
504417 Tenant Repairs	14,000	14,000	0.0%	-	14,000	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	3,000	5,400	80.0%	2,400	4,000	-25.9%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	173,500	191,900	10.6%	18,400	190,500	-0.7%
UTILITIES						
505011 Gas & Electric	307,000	307,000	0.0%	-	307,000	0.0%
505021 Water & Garbage	152,000	180,000	18.4%	28,000	180,000	0.0%
505031 Telecommunications	85,000	95,000	11.8%	10,000	95,000	0.0%
Totals	544,000	582,000	7.0%	38,000	582,000	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	12,000	12,000	0.0%	-	12,000	0.0%
507999 Other Taxes	14,400	15,000	4.2%	600	15,000	0.0%
Totals	26,400	27,000	2.3%	600	27,000	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Facilities Maintenance - 2200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	6,500	13,000	100.0%	6,500	13,000	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	400	2,000	400.0%	1,600	2,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	6,900	15,000	117.4%	8,100	15,000	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	5,000	5,000	0.0%	-	5,000	0.0%
512061 Equipment Rental	6,000	3,000	-50.0%	(3,000)	3,000	0.0%
Totals	11,000	8,000	-27.3%	(3,000)	8,000	0.0%
PERSONNEL TOTAL	1,628,567	1,924,114	18.1%	295,546	2,002,026	4.0%
NON-PERSONNEL TOTAL	1,202,300	1,277,000	6.2%	74,700	1,275,600	-0.1%
DEPARTMENT TOTALS	2,830,867	3,201,114	13.1%	370,246	3,277,626	2.4%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	1,073,416	1,057,001	-1.5%	(16,415)	1,083,745	2.5%
501013 Bus Operator OT	238,781	249,806	4.6%	11,025	256,127	2.5%
501021 Other Salaries	678,545	627,579	-7.5%	(50,965)	636,093	1.4%
501023 Other OT	59,126	60,981	3.1%	1,855	61,808	1.4%
Totals	2,049,868	1,995,367	-2.7%	(54,500)	2,037,773	2.1%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	35,207	34,121	-3.1%	(1,086)	34,837	2.1%
502021 Retirement	570,938	616,797	8.0%	45,858	671,247	8.8%
502031 Medical Ins	845,359	889,419	5.2%	44,060	937,955	5.5%
502041 Dental Ins	49,106	48,345	-1.5%	(761)	49,059	1.5%
502045 Vision Ins	13,522	13,611	0.7%	89	14,020	3.0%
502051 Life Ins/AD&D	5,206	5,142	-1.2%	(64)	5,296	3.0%
502060 State Disability Ins (SDI)	24,918	24,194	-2.9%	(724)	25,416	5.0%
502061 Long Term Disability Ins	14,451	14,151	-2.1%	(300)	13,988	-1.2%
502071 State Unemployment Ins (SUI)	7,931	7,345	-7.4%	(586)	7,792	6.1%
502081 Worker's Comp Ins	124,681	128,422	3.0%	3,741	132,274	3.0%
502101 Holiday Pay	64,733	62,103	-4.1%	(2,630)	63,403	2.1%
502103 Floating Holiday	8,916	4,960	-44.4%	(3,956)	5,208	5.0%
502109 Sick Leave	100,464	96,534	-3.9%	(3,929)	98,554	2.1%
502111 Annual Leave	188,883	179,640	-4.9%	(9,243)	182,754	1.7%
502121 Other Paid Absence	15,172	14,555	-4.1%	(616)	14,860	2.1%
502251 Phys. Exams	3,183	3,183	0.0%	-	3,183	0.0%
502253 Driver Lic Renewal	1,061	1,061	0.0%	-	1,061	0.0%
502999 Other Fringe Benefits	5,124	3,182	-37.9%	(1,942)	3,219	1.2%
Totals	2,078,853	2,146,765	3.3%	67,912	2,264,125	5.5%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	3,500	2,000	-42.9%	(1,500)	2,000	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	1,300	2,500	92.3%	1,200	2,500	0.0%
503162 Uniforms/Laundry	1,000	2,200	120.0%	1,200	2,200	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	4,000	3,000	-25.0%	(1,000)	3,000	0.0%
503353 Repair - Rev Vehicle	1,500	1,000	-33.3%	(500)	1,000	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	11,300	10,700	-5.3%	(600)	10,700	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	2,700	2,000	-25.9%	(700)	2,000	0.0%
504214 Promotional Items	200	200	0.0%	-	200	0.0%
504215 Printing	3,200	3,700	15.6%	500	3,700	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	2,500	2,500	0.0%	-	2,500	0.0%
504315 Safety Supplies	120	120	0.0%	-	120	0.0%
504317 Cleaning Supplies	600	600	0.0%	-	600	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	9,320	9,120	-2.1%	(200)	9,120	0.0%
UTILITIES						
505011 Gas & Electric	12,000	12,000	0.0%	-	12,000	0.0%
505021 Water & Garbage	6,400	6,400	0.0%	-	6,400	0.0%
505031 Telecommunications	4,500	4,000	-11.1%	(500)	4,000	0.0%
Totals	22,900	22,400	-2.2%	(500)	22,400	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	106,866	44,782	-58.1%	(62,084)	49,260	10.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	106,866	44,782	-58.1%	(62,084)	49,260	10.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	2,700	2,700	0.0%	-	2,700	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	3,000	3,000	0.0%	-	3,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	5,700	5,700	0.0%	-	5,700	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	196,000	201,000	2.6%	5,000	205,000	2.0%
512061 Equipment Rental	1,500	1,500	0.0%	-	1,500	0.0%
Totals	197,500	202,500	2.5%	5,000	206,500	2.0%
				-		
PERSONNEL TOTAL	4,128,721	4,142,132	0.3%	13,411	4,301,898	3.9%
NON-PERSONNEL TOTAL	353,586	295,202	-16.5%	(58,384)	303,680	2.9%
DEPARTMENT TOTALS	4,482,307	4,437,334	-1.0%	(44,973)	4,605,578	3.8%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Operations - 3200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	981,078	1,094,833	11.6%	113,756	1,122,161	2.5%
501023 Other OT	172,409	172,409	0.0%	-	176,712	2.5%
Totals	1,153,487	1,267,242	9.9%	113,756	1,298,874	2.5%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	20,177	22,150	9.8%	1,973	22,748	2.7%
502021 Retirement	326,758	409,265	25.3%	82,507	448,270	9.5%
502031 Medical Ins	326,104	434,961	33.4%	108,857	455,091	4.6%
502041 Dental Ins	18,579	25,520	37.4%	6,940	25,897	1.5%
502045 Vision Ins	4,917	6,014	22.3%	1,097	6,195	3.0%
502051 Life Ins/AD&D	1,921	2,330	21.3%	409	2,400	3.0%
502060 State Disability Ins (SDI)	14,146	15,566	10.0%	1,420	16,510	6.1%
502061 Long Term Disability Ins	7,883	9,228	17.1%	1,346	9,018	-2.3%
502071 State Unemployment Ins (SUI)	2,884	3,074	6.6%	190	3,262	6.1%
502081 Worker's Comp Ins	46,393	47,785	3.0%	1,392	49,218	3.0%
502101 Holiday Pay	37,367	41,506	11.1%	4,139	42,643	2.7%
502103 Floating Holiday	5,079	8,276	62.9%	3,196	8,430	1.9%
502109 Sick Leave	56,051	62,259	11.1%	6,208	63,965	2.7%
502111 Annual Leave	130,776	138,581	6.0%	7,804	144,951	4.6%
502121 Other Paid Absence	8,758	9,728	11.1%	970	9,995	2.7%
502251 Phys. Exams	700	700	0.0%	-	400	-42.9%
502253 Driver Lic Renewal	300	300	0.0%	-	200	-33.3%
502999 Other Fringe Benefits	2,395	4,416	84.4%	2,021	4,431	0.4%
Totals	1,011,187	1,241,658	22.8%	230,471	1,313,622	5.8%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Operations - 3200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	6,000	-	-100.0%	(6,000)	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	600	600	0.0%	-	600	0.0%
503171 Security Services	515,100	-	-100.0%	(515,100)	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	4,000	2,000	-50.0%	(2,000)	2,000	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	525,700	2,600	-99.5%	(523,100)	2,600	0.0%
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MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Operations - 3200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	300	260	-13.3%	(40)	260	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	8,000	7,000	-12.5%	(1,000)	7,000	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	8,000	8,000	0.0%	-	8,000	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	16,300	15,260	-6.4%	(1,040)	15,260	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	14,000	9,000	-35.7%	(5,000)	9,000	0.0%
Totals	14,000	9,000	-35.7%	(5,000)	9,000	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Operations - 3200

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	6,000	6,000	0.0%	-	6,000	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	12,000	12,000	0.0%	-	12,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	18,000	18,000	0.0%	-	18,000	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	24,800	26,533	7.0%	1,733	27,705	4.4%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	24,800	26,533	7.0%	1,733	27,705	4.4%
				-		
PERSONNEL TOTAL	2,164,674	2,508,901	15.9%	344,227	2,612,496	4.1%
NON-PERSONNEL TOTAL	598,800	71,393	-88.1%	(527,407)	72,565	1.6%
DEPARTMENT TOTALS	2,763,474	2,580,294	-6.6%	(183,180)	2,685,061	4.1%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	7,861,291	7,998,785	1.7%	137,494	8,076,272	1.0%
501013 Bus Operator OT	1,000,000	1,000,000	0.0%	0	1,009,590	1.0%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	8,861,291	8,998,785	1.6%	137,494	9,085,862	1.0%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	154,212	156,195	1.3%	1,982	157,727	1.0%
502021 Retirement	2,582,557	2,951,158	14.3%	368,601	3,177,549	7.7%
502031 Medical Ins	3,057,154	3,334,283	9.1%	277,130	3,450,669	3.5%
502041 Dental Ins	185,247	186,175	0.5%	928	187,135	0.5%
502045 Vision Ins	47,174	48,747	3.3%	1,573	49,883	2.3%
502051 Life Ins/AD&D	17,462	17,941	2.7%	479	18,359	2.3%
502060 State Disability Ins (SDI)	109,544	110,952	1.3%	1,408	115,402	4.0%
502061 Long Term Disability Ins	69,284	71,493	3.2%	2,209	69,771	-2.4%
502071 State Unemployment Ins (SUI)	27,759	26,304	-5.2%	(1,455)	27,906	6.1%
502081 Worker's Comp Ins	432,036	444,997	3.0%	12,961	458,346	3.0%
502101 Holiday Pay	293,761	298,109	1.5%	4,348	301,066	1.0%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	459,002	465,795	1.5%	6,793	470,416	1.0%
502111 Annual Leave	871,425	858,490	-1.5%	(12,935)	868,848	1.2%
502121 Other Paid Absence	68,850	69,869	1.5%	1,019	70,562	1.0%
502251 Phys. Exams	6,500	5,400	-16.9%	(1,100)	2,400	-55.6%
502253 Driver Lic Renewal	1,600	1,300	-18.8%	(300)	1,300	0.0%
502999 Other Fringe Benefits	5,469	5,611	2.6%	142	5,714	1.8%
Totals	8,389,036	9,052,820	7.9%	663,784	9,433,055	4.2%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	2,000	2,000	0.0%	-	2,000	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	2,000	2,000	0.0%	-	2,000	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	3,900	3,000	-23.1%	(900)	3,000	0.0%
509121 Employee Training	-	2,000	100.0%	2,000	2,000	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	3,900	5,000	28.2%	1,100	5,000	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	17,250,327	18,051,605	4.6%	801,278	18,518,917	2.6%
NON-PERSONNEL TOTAL	5,900	7,000	18.6%	1,100	7,000	0.0%
DEPARTMENT TOTALS	17,256,227	18,058,605	4.6%	802,378	18,525,917	2.6%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Fleet Maintenance - 4100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	2,115,736	2,026,194	-4.2%	(89,542)	2,066,605	2.0%
501023 Other OT	142,850	243,143	70.2%	100,293	247,993	2.0%
Totals	2,258,586	2,269,338	0.5%	10,752	2,314,598	2.0%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	39,898	39,673	-0.6%	(225)	40,454	2.0%
502021 Retirement	699,220	752,862	7.7%	53,643	818,500	8.7%
502031 Medical Ins	903,921	904,357	0.0%	435	945,621	4.6%
502041 Dental Ins	57,371	51,325	-10.5%	(6,045)	52,084	1.5%
502045 Vision Ins	11,832	12,029	1.7%	197	12,389	3.0%
502051 Life Ins/AD&D	4,581	4,452	-2.8%	(128)	4,586	3.0%
502060 State Disability Ins (SDI)	28,124	27,825	-1.1%	(299)	29,270	5.2%
502061 Long Term Disability Ins	17,733	17,713	-0.1%	(20)	17,413	-1.7%
502071 State Unemployment Ins (SUI)	7,030	6,491	-7.7%	(539)	6,886	6.1%
502081 Worker's Comp Ins	107,287	110,505	3.0%	3,218	113,821	3.0%
502101 Holiday Pay	80,269	76,705	-4.4%	(3,564)	78,213	2.0%
502103 Floating Holiday	10,004	6,022	-39.8%	(3,982)	6,022	0.0%
502109 Sick Leave	120,403	115,058	-4.4%	(5,345)	117,320	2.0%
502111 Annual Leave	263,511	250,965	-4.8%	(12,547)	255,435	1.8%
502121 Other Paid Absence	18,813	17,978	-4.4%	(835)	18,331	2.0%
502251 Phys. Exams	1,900	1,900	0.0%	-	1,900	0.0%
502253 Driver Lic Renewal	250	250	0.0%	-	250	0.0%
502999 Other Fringe Benefits	4,971	3,039	-38.9%	(1,932)	3,071	1.1%
Totals	2,377,117	2,399,147	0.9%	22,031	2,521,567	5.1%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Fleet Maintenance - 4100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	40,000	-	-100.0%	(40,000)	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	16,000	16,000	0.0%	-	16,000	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	56,000	40,000	-28.6%	(16,000)	40,000	0.0%
503353 Repair - Rev Vehicle	400,000	500,000	25.0%	100,000	500,000	0.0%
503354 Repair - Non Rev Vehicle	33,000	25,000	-24.2%	(8,000)	25,000	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	545,000	581,000	6.6%	36,000	581,000	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	60,000	71,000	18.3%	11,000	71,000	0.0%
504012 Fuels & Lubricants - Rev Veh	1,873,500	1,500,000	-19.9%	(373,500)	1,500,000	0.0%
504021 Tires & Tubes	200,000	188,500	-5.8%	(11,500)	188,500	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	1,200,000	900,000	-25.0%	(300,000)	900,000	0.0%
Totals	3,333,500	2,659,500	-20.2%	(674,000)	2,659,500	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Fleet Maintenance - 4100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	7,500	8,000	6.7%	500	8,000	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	1,600	1,000	-37.5%	(600)	1,000	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	1,500	1,500	0.0%	-	1,500	0.0%
504315 Safety Supplies	9,000	18,000	100.0%	9,000	18,000	0.0%
504317 Cleaning Supplies	6,000	6,500	8.3%	500	6,500	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	85,000	50,000	-41.2%	(35,000)	50,000	0.0%
504511 Small Tools	8,000	8,500	6.3%	500	8,500	0.0%
504515 Employee Tool Replacement	3,000	3,000	0.0%	-	3,000	0.0%
Totals	121,600	96,500	-20.6%	(25,100)	96,500	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	50,000	30,000	-40.0%	(20,000)	30,000	0.0%
Totals	50,000	30,000	-40.0%	(20,000)	30,000	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	15,000	15,000	0.0%	-	15,000	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	15,000	15,000	0.0%	-	15,000	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Fleet Maintenance - 4100

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	7,000	7,000	0.0%	-	7,000	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	116,500	116,500	0.0%	-	116,500	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	5,000	5,000	0.0%	-	5,000	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	128,500	128,500	0.0%	-	128,500	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	1,300	100.0%	1,300	1,300	0.0%
Totals	-	1,300	100.0%	1,300	1,300	0.0%
PERSONNEL TOTAL	4,635,703	4,668,485	0.7%	32,782	4,836,164	3.6%
NON-PERSONNEL TOTAL	4,193,600	3,511,800	-16.3%	(681,800)	3,511,800	0.0%
DEPARTMENT TOTALS	8,829,303	8,180,285	-7.4%	(649,018)	8,347,964	2.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

COBRA Benefits - 9001

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021 Retirement	-	-	0.0%	-	-	0.0%
502031 Medical Ins	-	-	0.0%	-	-	0.0%
502041 Dental Ins	-	-	0.0%	-	-	0.0%
502045 Vision Ins	-	-	0.0%	-	-	0.0%
502051 Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060 State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061 Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071 State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081 Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101 Holiday Pay	-	-	0.0%	-	-	0.0%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	-	-	0.0%	-	-	0.0%
502111 Annual Leave	-	-	0.0%	-	-	0.0%
502121 Other Paid Absence	-	-	0.0%	-	-	0.0%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

COBRA Benefits - 9001

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

COBRA Benefits - 9001

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

COBRA Benefits - 9001

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	-	-	0.0%	-	-	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL	-	-	0.0%	-	-	0.0%
DEPARTMENT TOTALS	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Retired Employee Benefits - 9005

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
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LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
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FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021 Retirement	-	-	0.0%	-	-	0.0%
502031 Medical Ins	2,941,179	3,206,400	9.0%	265,221	3,366,720	5.0%
502041 Dental Ins	103,816	69,649	-32.9%	(34,167)	69,649	0.0%
502045 Vision Ins	26,345	20,579	-21.9%	(5,766)	21,197	3.0%
502051 Life Ins/AD&D	7,240	7,458	3.0%	217	7,681	3.0%
502060 State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061 Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071 State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081 Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101 Holiday Pay	-	-	0.0%	-	-	0.0%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	-	-	0.0%	-	-	0.0%
502111 Annual Leave	-	-	0.0%	-	-	0.0%
502121 Other Paid Absence	-	-	0.0%	-	-	0.0%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	4,374	4,593	5.0%	219	4,822	5.0%
Totals	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%

E&D TAC April 9, 2019 - Item 14 Attachment 1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Retired Employee Benefits - 9005

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21

SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Retired Employee Benefits - 9005

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Retired Employee Benefits - 9005

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	-	-	0.0%	-	-	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%
NON-PERSONNEL TOTAL	-	-	0.0%	-	-	0.0%
DEPARTMENT TOTALS	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET SCCIC - 700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
<hr/>						
LABOR						
501011 Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013 Bus Operator OT	-	-	0.0%	-	-	0.0%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
<hr/>						
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021 Retirement	-	-	0.0%	-	-	0.0%
502031 Medical Ins	-	-	0.0%	-	-	0.0%
502041 Dental Ins	-	-	0.0%	-	-	0.0%
502045 Vision Ins	-	-	0.0%	-	-	0.0%
502051 Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060 State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061 Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071 State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081 Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101 Holiday Pay	-	-	0.0%	-	-	0.0%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	-	-	0.0%	-	-	0.0%
502111 Annual Leave	-	-	0.0%	-	-	0.0%
502121 Other Paid Absence	-	-	0.0%	-	-	0.0%
502251 Phys. Exams	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET SCCIC - 700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21

SERVICES						
503011 Accting/Audit Fees	250	250	0.0%	-	250	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	250	250	0.0%	-	250	0.0%

MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET SCCIC - 700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET SCCIC - 700

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE						
509011 Dues/Subscriptions	-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	0.0%	-	-	0.0%
509121 Employee Training	-	-	0.0%	-	-	0.0%
509122 BOD Travel	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE						
511102 Interest Expense	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS						
512011 Facility Lease	-	-	0.0%	-	-	0.0%
512061 Equipment Rental	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL	-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL	250	250	0.0%	-	250	0.0%
DEPARTMENT TOTALS	250	250	0.0%	-	250	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT													
FY20 PRELIMINARY CAPITAL BUDGET													
AS OF MARCH 22, 2019													
		RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND					
								\$3M PER YEAR (MEASURE D + SB1 STA&SGR)					
									RESTRICTED	RESTRICTED			
PROJECT/ACTIVITY	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/B US & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL		
Construction Related Projects													
1 Pacific Station/Metro Center-Station Rehabilitation		\$ 1,551,333									\$ 1,551,333		
Pacific Station/Metro Center-Roof & Window Replacement		\$ 350,000									\$ 350,000		
Pacific Station/Metro Center-Conceptual Design / MOU	\$ 136,388						\$ 34,097				\$ 170,485		
2 Transit Security Projects:													
Security Cameras Install-JKS Ops Bldg.			\$ 167,716							\$ 31,970	\$ 199,686		
Emergency Generators - Equip.			\$ 184,800								\$ 184,800		
Emergency Generators - Consultant			\$ 14,770								\$ 14,770		
Subtotal	\$ 136,388	\$ 1,901,333	\$ 367,286	\$ -	\$ -	\$ -	\$ 34,097	\$ -	\$ -	\$ 31,970	\$ 2,471,074		
IT Projects													
3 Financial System (includes \$50K Consulting)										\$ 800,000	\$ 800,000		
4 Large Monitor Presentation System										\$ 4,200	\$ 4,200		
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 804,200	\$ 804,200		
Facilities Upgrades & Improvements													
5 Fuel Management System (FTA 5339a FY17)	\$ 180,000										\$ 180,000		
6 Bus Stop Improvements (FTA 5339a FY18)	\$ 124,725										\$ 124,725		
7 Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 100,000										\$ 100,000		
8 138 Golf Club Fire Egress (FTA 5339a FY17)	\$ 97,523										\$ 97,523		
9 Paint Exterior-Maint. Facility (FTA 5339a FY18)	\$ 60,000										\$ 60,000		
10 Facilities Improvements (FTA 5339a FY18)	\$ 86,275						\$ -				\$ 86,275		
11 Awning @ Fueling Station A&E only (FTA 5339a FY18)	\$ 25,000										\$ 25,000		
12 Admin Bldg. Engineering & Renovations										\$ 20,000	\$ 20,000		
13 Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	\$ 16,000										\$ 16,000		
14 Concrete Surface Repair - Bus Yard (FTA 5339a FY18)	\$ 10,000										\$ 10,000		
15 Relocate Mechanics Sink-Golf Club (FTA 5339a FY14)	\$ 7,638						\$ 1,910				\$ 9,548		
16 Fencing Behind Diesel Tank (FTA 5339a FY18)	\$ 7,000										\$ 7,000		
17 Upgrade Exhaust Evac.-Golf Club (FTA 5339a FY14)	\$ 6,400						\$ 1,600				\$ 8,000		
Subtotal	\$ 720,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,510	\$ -	\$ -	\$ 20,000	\$ 744,071		
Revenue Vehicle Purchases, Replacements & Campaigns													
18 Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	\$ 3,732,074	\$ 561,332							\$ 626,136		\$ 4,919,542		
19 4 40' CNG Replacements (FTA 5339b FY17)	\$ 1,206,518							\$ 671,079	\$ 757,951		\$ 2,635,548		
20 FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)				\$ 870,000		\$ 786,000			\$ 533,891		\$ 2,189,891		
21 FY18 STIP - AVL/ITS (STIP, Measure D)				\$ 1,400,000					\$ 181,385		\$ 1,581,385		
22 Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP)		\$ 357,216			\$ 709,292				\$ 28,437		\$ 1,094,945		
23 FY18 STIP - Refurb 4 Buses @ ~ \$254K (STIP, Measure D)				\$ 900,000					\$ 116,605		\$ 1,016,605		
VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics									\$ 1,000,000		\$ 1,000,000		
24 Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP)					\$ 863,102				\$ 231,843		\$ 1,094,945		
25 CNG Bus (1) - (STBG FY17 via SCCRTC)	\$ 500,000	\$ 70,000							\$ 88,887		\$ 658,887		
26 CNG Bus (1) - (Caltrans FY13-FY17 5339 Statewide Discretionary)	\$ 456,957								\$ 201,932		\$ 658,889		
Year 3 of 6 - Capitalized Lease - Principal Only - (3 New Flyer Buses) - (Measure D) Interest in Operating Budget \$32K									\$ 251,431		\$ 251,431		
28 Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	\$ 132,191								\$ 33,048		\$ 165,239		
30 Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	\$ 160,000										\$ 160,000		
31 Bus Repaint Campaign (36) (FTA 5339a FY14)	\$ 82,247								\$ 20,562		\$ 102,809		
Capitalized Lease - 3 New Flyer Buses-External Announcement System Programming Patch (Clever Devices) (Measure D)									\$ 28,500		\$ 28,500		
32 Bus Repaints (3) was-Repair Roof at Pacific Station (FTA 5339a FY13)	\$ 11,042								\$ 2,760		\$ 13,802		
Subtotal	\$ 6,281,029	\$ 988,548	\$ -	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ -	\$ 671,079	\$ 4,103,368	\$ -	\$ 17,572,418		
Non-Revenue Vehicle Purchases & Replacements													
34 Replace Custodial Support Vehicles (2) (FTA5339a FY18)	\$ 30,000										\$ 30,000		
Subtotal	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000		

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT												
FY20 PRELIMINARY CAPITAL BUDGET												
AS OF MARCH 22, 2019												
		RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND				
								\$3M PER YEAR (MEASURE D + SB1 STA&SGR)				
									RESTRICTED	RESTRICTED		
PROJECT/ACTIVITY	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/B US & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL	
Fleet & Maint Equipment												
35 Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	\$ 75,000										\$ 75,000	
36 METRO Logo Signs for JKS Ops Bldg.										\$ 4,480	\$ 4,480	
37 Floor Scrubbers for Maint. Shop (FTA 5339a FY18)	\$ 45,000										\$ 45,000	
Subtotal	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,480	\$ 124,480	
Office Equipment												
38 Business Copy Machine-Admin (Reserves)										\$ 22,945	\$ 22,945	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,945	\$ 22,945	
Misc.												
39 TVM Pin Pad Bezel 8 Upgrade (6)										\$ 70,000	\$ 70,000	
40 Ticket Vending Machine-SLV-Installation Costs + Misc							\$ 17,045			\$ 15,000	\$ 32,045	
41 Misc. Emergency Capital Items \$1K to \$5K										\$ 10,000	\$ 10,000	
42 Watsonville Transit Mural-(\$2,700 from Arts Council SC)										\$ 6,600	\$ 6,600	
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,045	\$ -	\$ -	\$ 101,600	\$ 118,645	
TOTAL CAPITAL PROJECTS	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833	
CAPITAL PROGRAM FUNDING												
Federal Sources of Funds:												
Federal Grants (FTA)	\$ 6,787,978										\$ 6,787,978	
Surface Transportation Block Grant (STBG)	\$ 500,000										\$ 500,000	
State Sources of Funds:												
PTMISEA (1B)		\$ 2,889,881									\$ 2,889,881	
Cal-OES Prop 1B Transit Security Grant Funds (CTSGP)			\$ 367,286								\$ 367,286	
State Transportation Improvement Program (STIP)				\$ 3,170,000							\$ 3,170,000	
Low Carbon Transit Operations Program (LCTOP)					\$ 1,572,394						\$ 1,572,394	
Local Partnership Program (LPP)						\$ 786,000					\$ 786,000	
Transfers from Operating Budget (STA-SB1)							\$ 54,652				\$ 54,652	
STA-SGR (SB1)								\$ 671,079			\$ 671,079	
Transfers from Operating Budget (Measure D)									\$ 4,103,368		\$ 4,103,368	
Local Sources of Funds:												
Operating and Capital Reserve Fund										\$ 985,195	\$ 985,195	
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833	
Restricted Funds	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000		\$ 671,079	\$ 4,103,368		\$ 20,847,986	
Unrestricted Funds							\$ 54,652			\$ 985,195	\$ 1,039,847	
TOTAL CAPITAL FUNDING	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833	

AGENDA: April 9, 2019

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: Draft 2019 Unmet Paratransit and Transit Needs List

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee review the *Draft 2019 Unmet Paratransit and Transit Needs List* (Attachment 1), provide amendment as necessary and forward the list to the RTC for their consideration at an advertised public hearing on May 2, 2019.

BACKGROUND

Local sales taxes in the amount of ¼ cent per dollar are collected by the State and allocated to the region according to the Transportation Development Act (TDA). The Regional Transportation Commission (RTC) allocates these funds according to formula as adopted in its Rules and Regulations. The majority of TDA funding is apportioned to the Santa Cruz Metropolitan Transit District. Other amounts are apportioned to Community Bridges, the Volunteer Center and to local jurisdictions for bicycle and pedestrian projects.

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

DISCUSSION

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

The E&D TAC considered the *Preliminary Draft 2019 Unmet Paratransit and Transit Needs List* at the February 12, 2019 meeting. The *Draft 2019 Unmet Paratransit and Transit Needs List* is included as Attachment 1. Revisions from the *Preliminary Draft* to the *Draft* are shown using underline and strikeout and reflect recommendations made by

E&D TAC April 9, 2019 - Item 15

the E&D TAC at their February 12, 2019 meeting, comments from Santa Cruz Metro and Community Bridges staff, and input from members of the public, and RTC staff.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee (E&D TAC) provide input on the *Draft 2019 Unmet Paratransit and Transit Needs List (Attachment 1)* and recommends the Regional Transportation Commission adopt the *Final 2019 Unmet Paratransit and Transit Needs* list following a public hearing on May 2, 2019. RTC staff also recommends that the E&D TAC identify one or two areas to focus on addressing in 2019.

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. RTC staff recommends that the E&D TAC provide input on the *Draft 2019 Unmet Paratransit and Transit Needs List* and recommends the Regional Transportation Commission adopt the *Final 2019 Unmet Paratransit and Transit Needs* list following a public hearing on May 3, 2019.

Attachment 1: *Draft 2019 Unmet Paratransit and Transit Needs List*

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Draft

2019 Unmet Paratransit and Transit Needs

Prioritization of Need:

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

M - Medium priority items that supplement existing service.

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

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

Strategies:

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

General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues, bus stops, and/or railroad crossings.
 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
2. **H1** -Transportation services to areas with high concentrations of seniors, disabled and low income individuals, particularly in south county.
 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - **Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.**
 - Secure funding for taxi voucher programs for senior and low income individuals.
 - Provide affordable and desirable housing for seniors and low income individuals within transit service area.

- Provide incentives for senior and social services to be located in transit service areas.
 - Support programs that encourage ridesharing to destinations popular with seniors or high concentrations of seniors.
 - Seek volunteer drivers to provide transportation services.
 - Evaluate on-demand transit services.
3. **H3** - Transportation services for low-income families with children, including transportation for people transitioning from welfare to work.
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - Reinstate ride to work programs.
 - Provide youth bus passes to low income households
4. **H1 - Transportation services for caregivers of senior and disabled clients.**
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

Paratransit/Specialized Transportation Services

5. **H1-** Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **MH1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
- Support policies that expand ADA mandated paratransit service area.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
7. **M1** – Access to paratransit services on all holidays.

- Extend existing paratransit services to holidays.
 - Support taxi voucher programs.
8. **H2-** Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
- Secure funding for taxi voucher programs.
 - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
9. **MH1-** Free or low cost paratransit options.
- Provide funding for programs that provide discounted and free paratransit rides.
 - Support programs that provide on-demand ADA accessible rides.
10. **H2 -** Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
 - ~~Provide inter-regional specialized transportation.~~
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - ~~Support continuous funding for specialized transportation services to out-of-county medical appointments.~~
 - Establish feeder services to inter-regional accessible transit services.
11. **M1 -** Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
- Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.

- Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.
12. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers and senior activity centers
- Support continuous funding for transportation services to meal sites.
 - Support continuous funding for paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
 - ~~Support transportation services to senior activity centers such as Elderday.~~
13. **M2** - Conduct targeted outreach to seniors to provide information about transportation options and safety.
- Provide safe driving and transit information at locations with concentrations of seniors.
 - Support field trips to events by bus ("Bus by Choice" model)
14. **M2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
- Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
15. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
- Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.
16. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
- Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.

17. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
18. **M3**- Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
 - Provide on demand transportation services for people living with a mental health diagnosis.
 - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
19. **L2** - Specialized transportation for 'same day' low cost non-medical trips.
 - Expand taxi voucher program.
 - Support "on-call" volunteer drive programs.
20. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.

Paratransit/Specialized Transportation Capital

21. **H2H1**- ParaCruz operating facilities.
 - Acquire and develop permanent operations and maintenance facility for ParaCruz to ~~accommodate increased fleet size and growth in future service~~ reduce operating cost.
 - Increase funding opportunities for paratransit capital projects.
22. **H2** - Consolidated Transportation Services Agency operating facilities.
 - Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
 - Increase funding opportunities for paratransit capital projects.
23. **H2** - Paratransit vehicle replacements.
 - Increase funding opportunities for paratransit capital projects including funding for electric vehicles.
24. **M1** – Electric Vehicle Charging Stations
 - Support funding for electric vehicle charging infrastructure.

Transit Services

~~24.~~25. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.

- Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.~~Live Oak Service-~~
~~Enhance service in Capitola, including to Capitola Mall~~
- Enhance service on Mission Street.
- Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/~~Cabrillo~~/Watsonville.

26. H1 – Greater evening frequency and span of transit service in coverage oriented areas, in keeping with METRO service standards.

- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
- Local Watsonville services

~~25.~~27. **M1** – More transit service to UCSC.

- Increase weekend and weekday UCSC service.

~~26.~~28. **M1** - More interregional and cross county transit services.

- Increase Hwy 17 weekend service frequency.
- Provide transit service from Santa Cruz County to Los Gatos.
- Provide direct transit service to San Jose Airport.
- Enhance Monterey County to Santa Cruz County service.
- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study.

~~27.~~29. **M1** – Free and low-cost transportation options, including fixed-route transit services.

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

~~28.~~30. **M2** – More transit service between primary destinations in Santa Cruz County.

- Provide service between Capitola Mall and Cabrillo.
- Expand transit service to new residential and commercial areas in Watsonville.
- Improve north - south transit connections (ex. Soquel Ave/Drive
\Bay/Porter to coastal communities).

- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study.
- 29.31. **M2-** Access to transportation services on all holidays.
 - Provide regular Santa Cruz Metro service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
- 30.32. **M2-** Easier and faster transit trips system wide.
 - Enhance connections through increasing the span and frequency of service.
- 31.33. **M2-** Faster run times on transit routes.
 - Investigate opportunities for transit priority lanes and signal priority
 - Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
 - Consider direct services between more locations, reducing need for transfers.
- 32.34. **M2** -Intra-community service in Santa Cruz County communities.
 - Develop San Lorenzo Valley circulator.
 - Develop Scotts Valley circulator.
 - Investigate need for intra-community and neighborhood transit services
 - Consider partnerships with ride-hail and/or taxi services for first/last mile connections.
- 33.35. **L2-** Transit service to major tourists destinations.
 - Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
- 34.36. **L2** - Commuter transit service.
 - Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide faster commute option for transit riders between SLV and Santa Cruz.
- 35.37. **L3-** Special event services.
 - Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

~~36.38.~~ **MH1** – ADA accessible bus stops.

- Provide ADA compliant bus stops.
- Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
- Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).

~~37.39.~~ **MH1** –Maintenance of existing transit facilities.

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

~~38.40.~~ **H1** –Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.

- Support funding for transit capital improvements.
- Support funding for electric vehicle bus replacements and electric vehicle charging stations.

~~39.41.~~ **HM1** - Transit station improvements.

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

~~40.42.~~ **H2** - Faster transit travel times.

- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
- Support and seek funding for bus on shoulder on Highway 1.

~~43.~~ **H1** – Dedicated transit facilities.

- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study.
- Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.

~~41.44.~~ **H3** - New equipment to assist with real-time operations, security, scheduling and planning.

- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.

- Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
- Install audio and video surveillance system for all buses.
- Install audio and video surveillance system for all buses
- Electronic fare payment for more convenient payment options and to speed up boarding.
- Modernize planning and scheduling software for more efficient service planning and better community outreach.

42.45. M3 – More multimodal connections to transit.

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

43.46. M3 - Wifi expansion on buses.

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

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

AGENDA: April 9, 2019

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Senior Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: City of Capitola Brommer Complete Street Project

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review the City of Capitola's Brommer Street Complete Street Project.

BACKGROUND

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) reviews transportation projects that include pedestrian and transit amenities.

DISCUSSION

The City of Capitola was awarded \$450,00 by the RTC for Brommer Street Complete Street Improvements including improvements to access for vehicles, bikes, and pedestrians in December 2017. The project description included pavement reconstruction, installation of ADA driveways and sidewalks, and reconfiguration of the eastbound approach to 41st Avenue for vehicle access. The E&D TAC reviewed and provided input on the funding for this project in November 2017 as part of the 2018 Regional Transportation Improvement Program funding recommendations. The City of Capitola held a public workshop on March 26, 2019 ([Attachment 1](#)) to obtain input on this project. The City of Capitola staff is seeking input on the project design ([Attachment 2](#)). Staff recommends that the E&D TAC review the Brommer Street Complete Street Project.

SUMMARY

The City of Capitola is planning to construct complete streets improvements along Brommer Street at 41st Ave. Staff recommends that the E&D TAC review the Brommer Street Complete Street Project.

[Attachment 1](#): Brommer Street Complete Street Public Workshop Presentation

[Attachment 2](#): Brommer Street Complete Street Overview Map

Brommer Complete Street

Project Background



- Objective to construct complete street roadway improvements on Brommer Street between 38th Avenue and 41st Avenue to improve access for vehicles, bikes, and pedestrians.
- Project funded by Measure D and Santa Cruz County Regional Transportation Improvement Program (RTIP)



Project Background

- Kimley-Horn was retained by the City to provide engineering support and address the following:
 1. Provide continuous sidewalk on north side of Brommer Street and improve pedestrian access
 2. Improve pavement condition and roadway surface for vehicles and bikes
 3. Enhance bicycle visibility with new signs, bike lanes, and markings
 4. Minimize construction impacts to existing properties



Project Overview Map





Existing Conditions



**Discontinuous
sidewalk**

***Brommer Street Looking East
Past the Camp Capitola
Apartments***



***Brommer Street Looking West
Past 41st Avenue Intersection***



Existing Conditions



Alligator Cracking

**Poor Pavement
Condition**



***Utility Trench Repairs &
Faded Striping***



***Longitudinal Cracking &
Uneven Pavement***

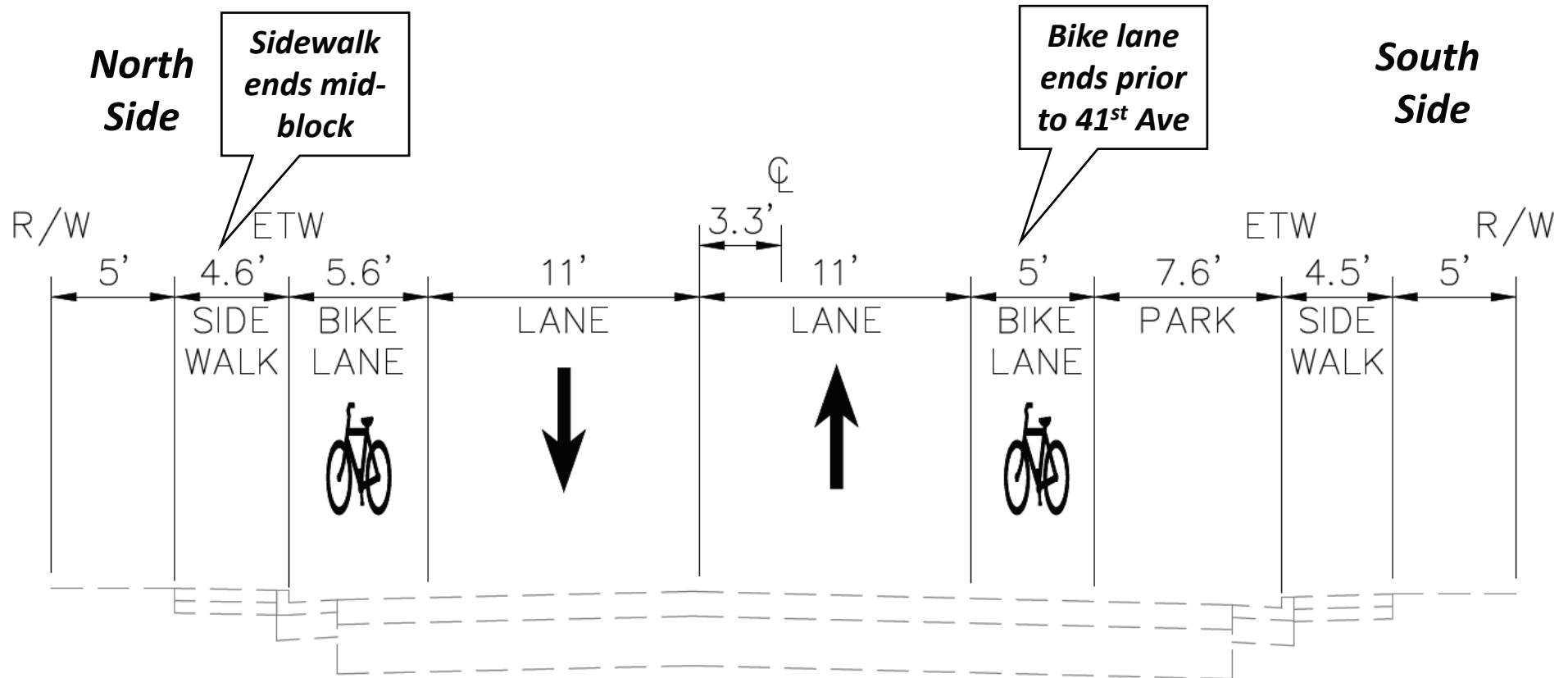


Existing Conditions





Existing Cross Section



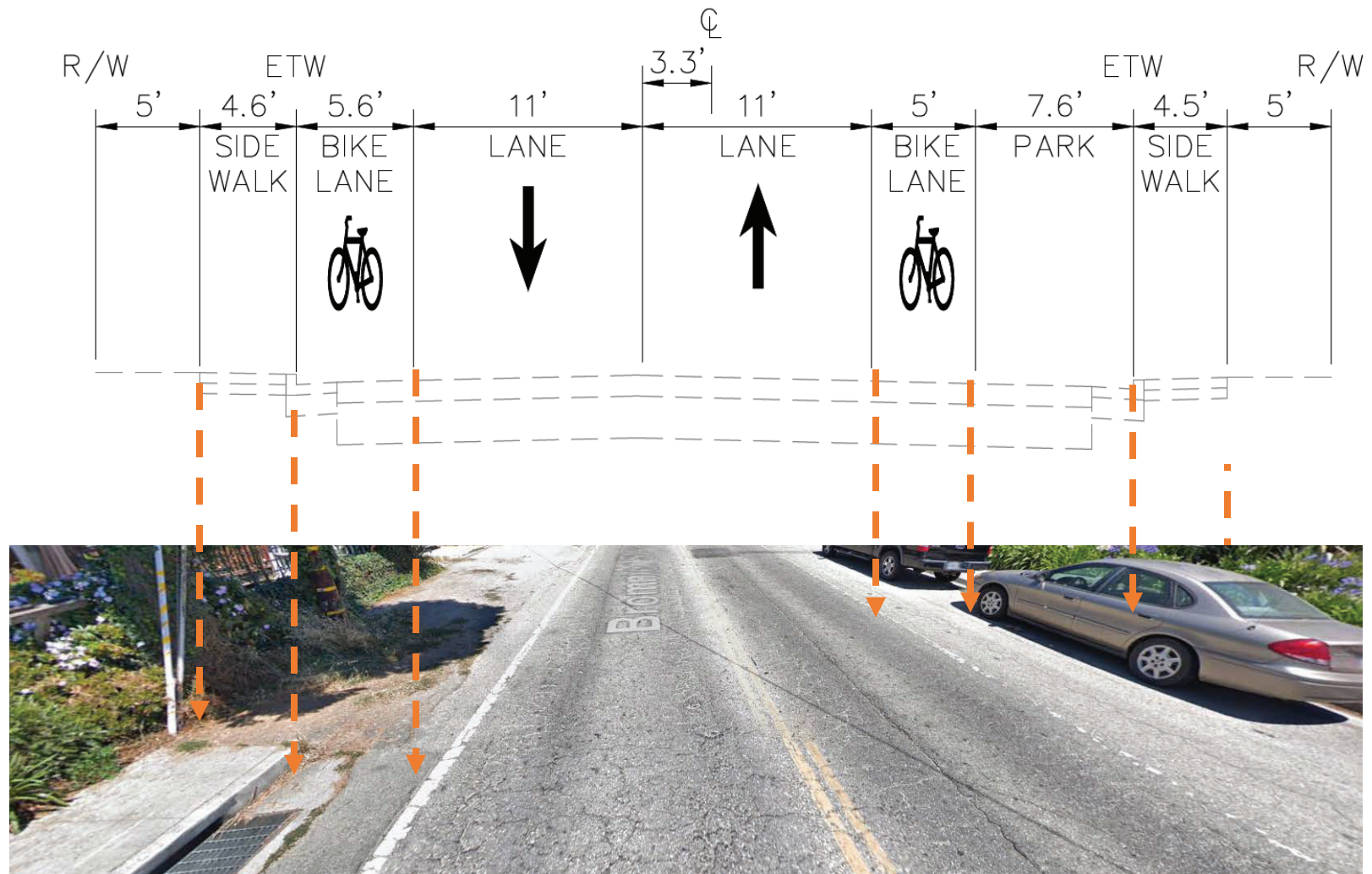
**Brommer Street Heading East
Towards 41st Avenue**

**Dimensions shown are approximate*



Existing Cross Section

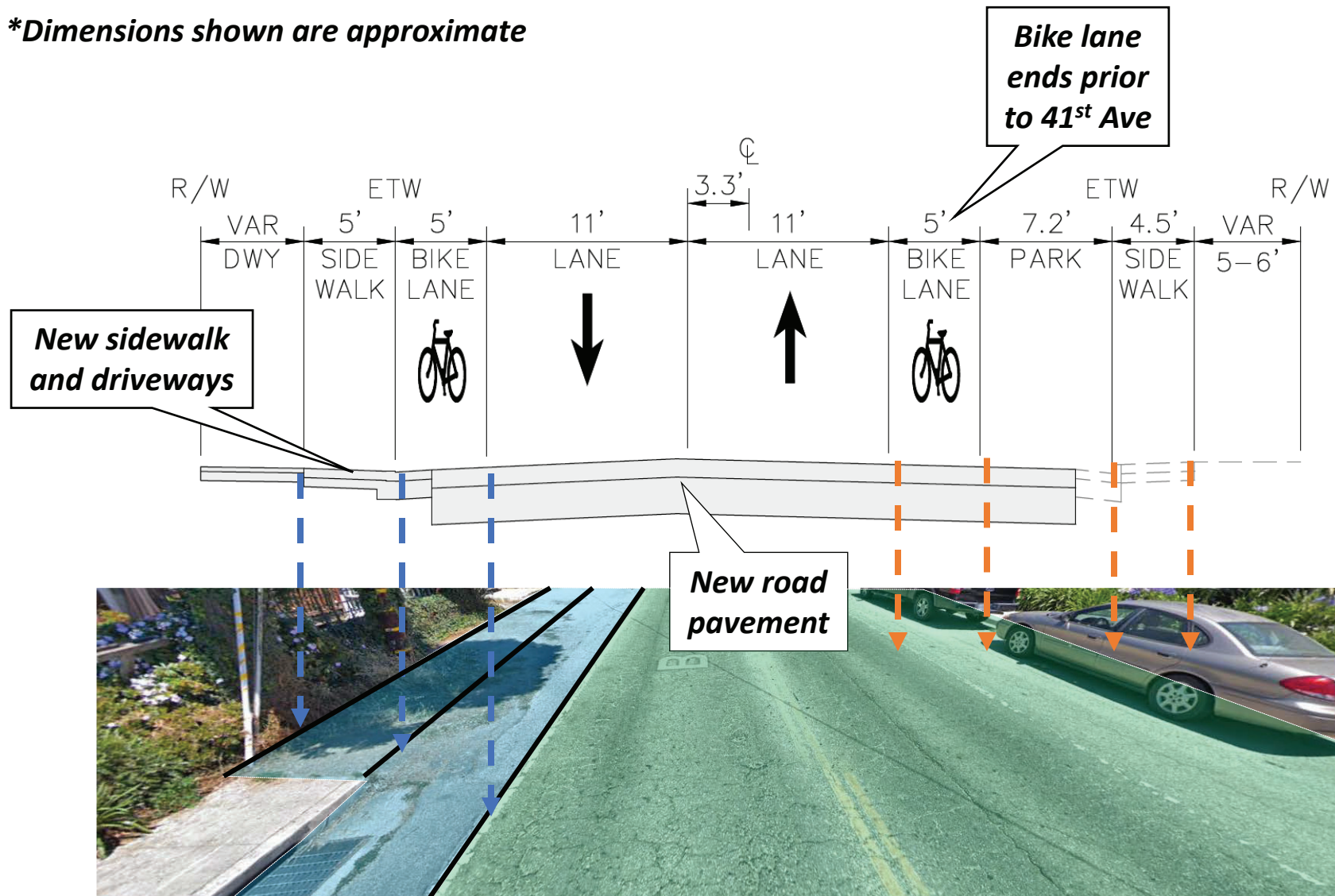
****Dimensions shown are approximate***





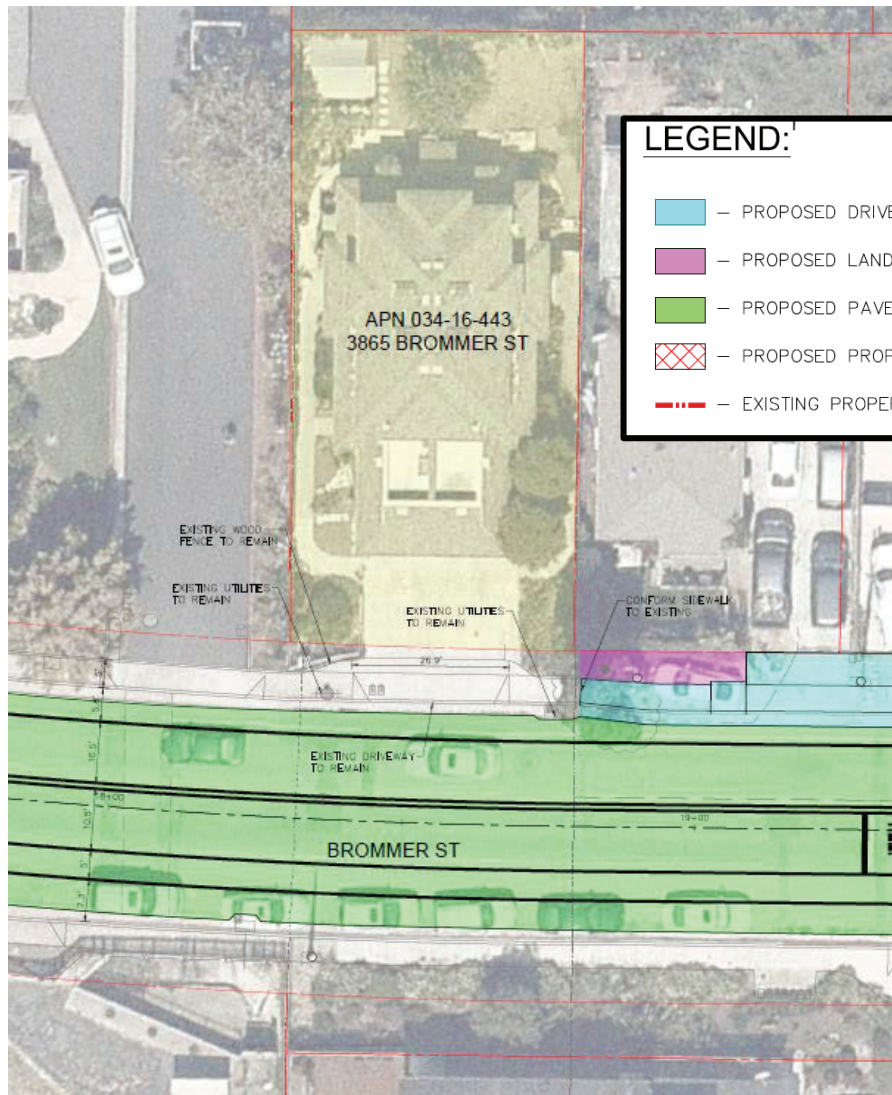
Proposed Roadway Improvements

**Dimensions shown are approximate*



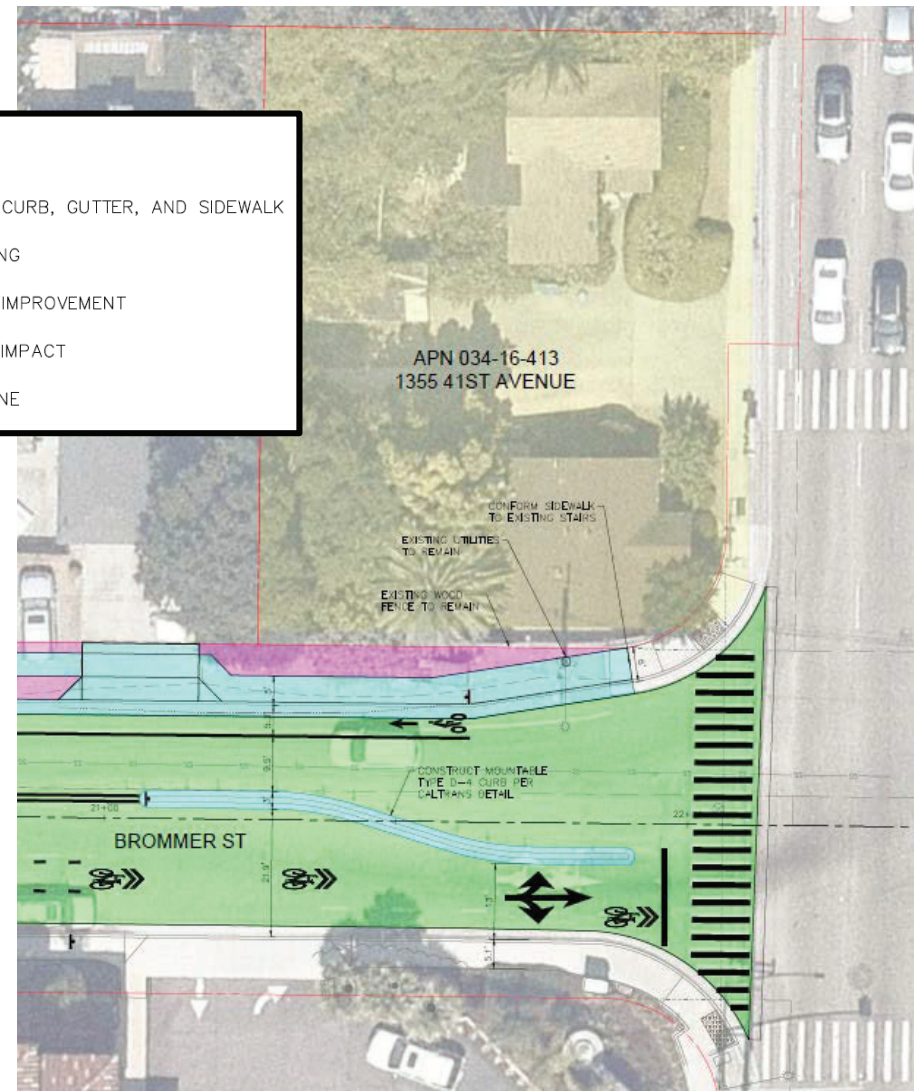


Project Layouts



LEGEND:

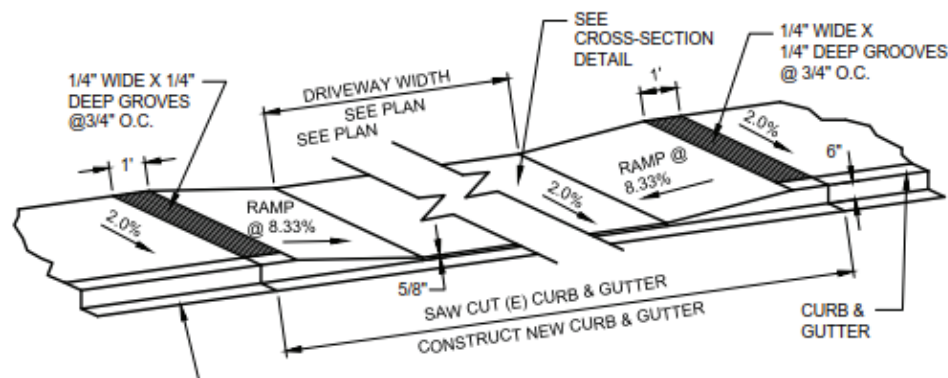
- PROPOSED DRIVEWAY, CURB, GUTTER, AND SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED PAVEMENT IMPROVEMENT
- PROPOSED PROPERTY IMPACT
- EXISTING PROPERTY LINE



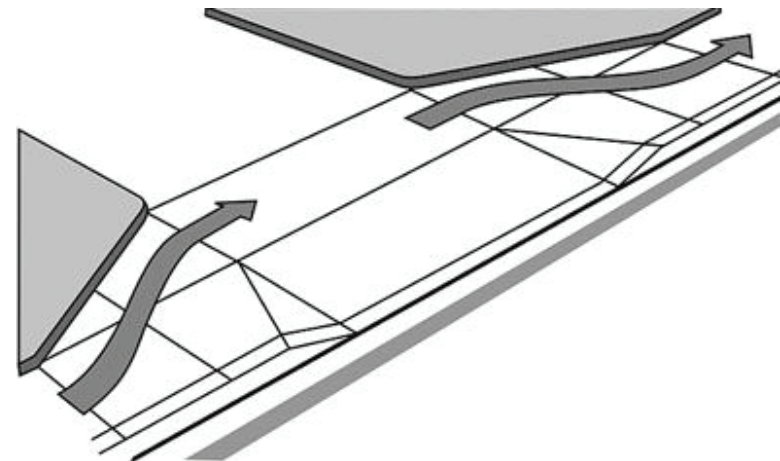


Sidewalk and Driveway Design

- Sidewalk and curb ramp design to meet standards for disabled and handicap accessibility
- Two City driveway designs to minimize impacts to existing utilities and property frontage



Driveway Design #1



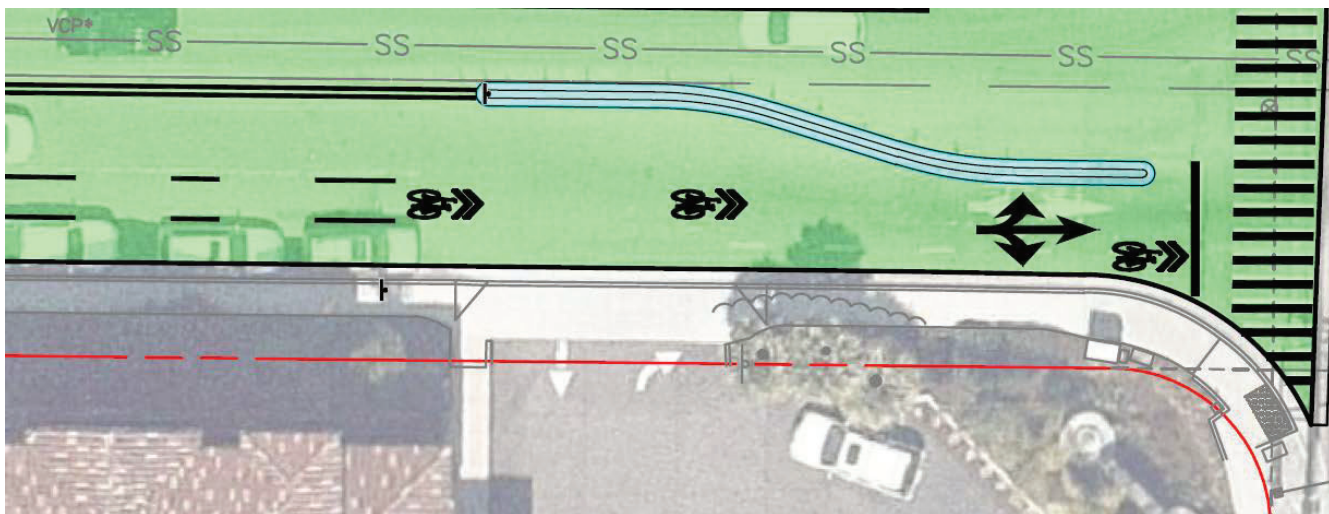
Driveway Design #2

Brommer Complete Street Bicycle Features

E&D TAC April 9, 2019 - Item 16 Attachment 1



- Existing Class II bike lanes would be restriped
- Repaved roadway would improve bicycle experience and access along Brommer
- On south side prior to 41st Avenue, bike lane transitions into shared travel lane with sharrow markings and signing.



Brommer Complete Street

On-Street Parking



- Due to limited right-of-way, the project improvements would remove existing shoulder used for parking on the north side of Brommer Street.
- Approximately 6 spaces on north side would be removed.
- Where feasible, project intends to optimize driveway design to accommodate vehicle parking
- On-street parking would remain on the south side of Brommer Street



Estimated Project Schedule

Timeline	Milestone
Summer 2019	Complete Engineering Design
Fall 2019	Bid Project for Construction
Winter 2019 – Spring 2020	Construct Project
Summer 2020	Project Complete

Brommer Complete Street

Next Steps



- Community Input – Open discussion on project features
- Refine project design based on public comments and direction from City
- Coordinate project with utilities and stakeholders
- Complete engineering plans

Brommer Complete Street

Pedestrian Safety Features



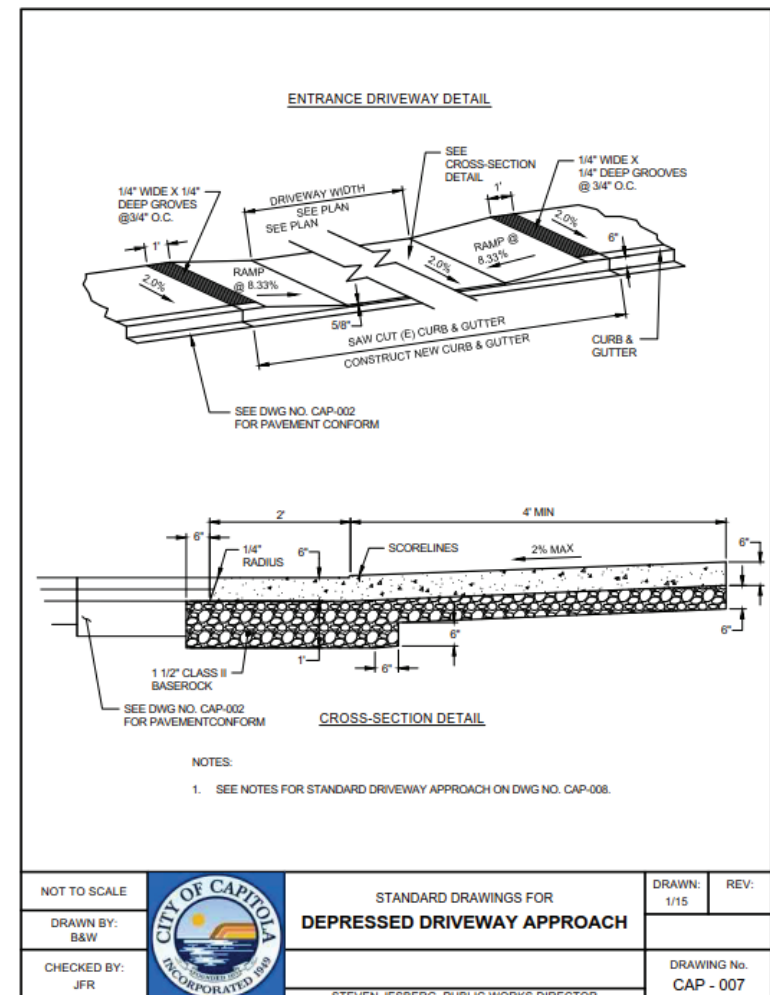
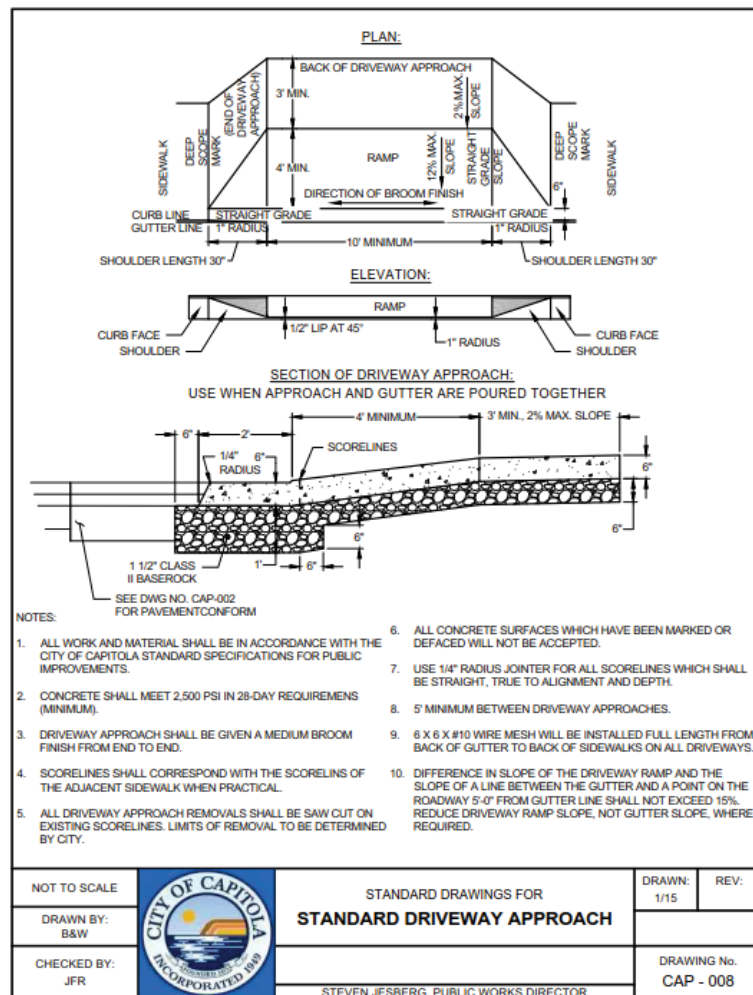
- High-visibility ladder crosswalks
- Advance pedestrian crossing signs with flashers or RRFB lights
- Improve pedestrian visibility to approaching vehicles



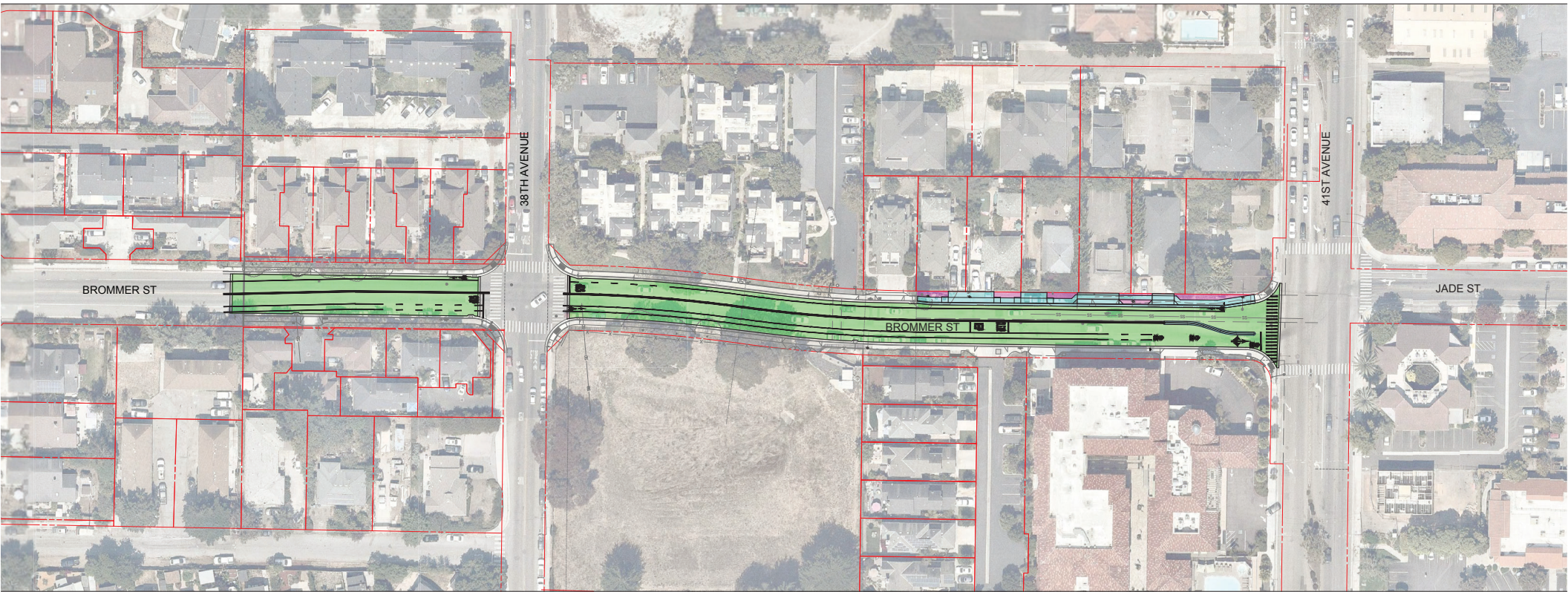
Capitola Village



Extras



CITY OF CAPITOLA - BROMMER COMPLETE STREET OVERVIEW MAP



LEGEND:

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

AGENDA: April 9, 2019

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: FY 2019-20 Transportation Development Act Funds for Volunteer
Center

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee review the FY 2019-20 claim from the Volunteer Center in the amount of \$88,093 and recommend approval by the Regional Transportation Commission, contingent upon approval by the City of Santa Cruz to act as their claimant.

BACKGROUND

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's ¼ cent share of the state's 7.5 cent sales tax according to state law and established formulas in the Commission's Rules and Regulations. The RTC's FY 2019-20 draft budget was considered by the RTC Budget and Administration Personnel Committee (B&A/P) in March 2019 and includes TDA allocations based on the Santa Cruz County Auditor's estimates. The B&A/P recommends that the RTC adopt the RTC FY 2019-20 budget at the April 4, 2019 RTC meeting.

DISCUSSION

The Regional Transportation Commission (RTC) drafted a FY 2019-20 budget including Transportation Development Act (TDA) allocations for the Volunteer Center in the amount of \$88,093.

The Volunteer Center's TDA Claim Form, scope of work and budget based on the RTC's approved budget are attached ([Attachment 1](#)). The Volunteer Center has a goal to use TDA funds to provide approximately 4,700 one-way trips to eligible clients in FY 2019-20. The Volunteer Center prioritizes trips based on type and income. Because this program uses volunteer drivers, it is a highly cost-effective method of providing rides with an average cost per ride of \$5.14 per hour. Volunteer Center staff will provide an overview of their TDA funded transportation services at the meeting and will be available to answer questions. The Volunteer Center will request that the City of Santa Cruz, as a local jurisdiction, act as the claimant.

Staff recommends that the E&D TAC review the TDA claim for the Volunteer Center, and recommend approval by the Regional Transportation Commission, contingent upon approval by the City of Santa Cruz to act as the claimant meeting.

SUMMARY

The E&D TAC annually reviews Transportation Development claims for the Volunteer Center, Community Bridges and the Santa Cruz Metro, to ensure that these funds are allocated in accordance with TDA requirements and community needs, and makes recommendations regarding approval of the claims to the Regional Transportation Commission.

Attachment 1: FY 2019-20 Volunteer Center TDA Claim and operation/budget pages

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

Submit a separate form for each project.

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

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

Project Information

1. Project Title: Transportation Program
2. Implementing Agency: Volunteer Center of Santa Cruz
3. Sponsoring Agency (if different) Must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA \$0
 STA (transit only) \$ 88,093
5. Fiscal Year (FY) for which funds are claimed: FY 2019-2020
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:

<input type="checkbox"/> Article 8 Bicycle and/or Pedestrian Facility	<input checked="" type="checkbox"/> Article 8 Specialized Transportation
<input type="checkbox"/> Article 4 Public Transportation	<input type="checkbox"/> Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Tara Ireland
Telephone Number: 831-427-5070 E-mail: rsvpvol@scvolunteercenter.org
Secondary Contact (in event primary not available) Alicia Dayton
Telephone Number: 831-427-5070 E-mail: scruc@scvolunteercenter.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. See attached scope of work
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
All of Santa Cruz County
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

The Volunteer Center offers the only program in Santa Cruz County with no cost rides to seniors and disabled persons. We provide these services at no cost to the clients by mobilizing community volunteers that use their own vehicles to transport clients to needed services. Our priority service destinations are medical appointments, grocery shopping and “other rides”, which are based on needs and availability of drivers. The program offers volunteers additional insurance and a small mileage allowance. The Service covers all of Santa Cruz County including some of the remote areas in San Lorenzo Valley and South County.

Our services are available to elderly and disabled persons outside of fixed bus routes, who cannot use public transit because of mobility issues or do not qualify or cannot afford services from Lifeline

E&D TAC April 9, 2019 - Item 17 Attachment 1

or taxis. The services we provide fall within the high and medium priorities of the 2018 Unmet Para transit and Transit Needs, Adopted by the Santa Cruz County Regional Transportation Commission.

Clients and volunteer drivers are actively recruited in several ways. Through our website, brochures placed a various doctors office and areas where senior congregate, ads placed in local news, presentations to local service clubs and senior centers. In addition, our relationships with other agencies such as Visiting Nurses, Dominican Rehab and our own senior programs department, Retired Senior Volunteer Program and Helping Hands, provide us with clients as well as volunteers.

11. Project Productivity Goals for this fiscal year:

a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): The number of rides provided and the number of clients served will measure performance. Clients register with the program and individual records are kept on each client with their personal information, emergency contacts and rides given. The number of rides is evaluated through ride reports compiled on each ride that details client, date and time of ride, destination of ride and driver providing ride. These records are entered into a computerized data file.

b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided): Our goal is to provide 4,700 one-way trips to eligible clients. Clients are limited to two rides per week due to the availability and number of drivers. Once all essential rides are filled clients may have additional rides. Clients are asked to give advance notice of one week for rides requests. To be able to expand theses goals more volunteer drivers are needed. Our priority for filling requests is as follows:

- 1st Priority - Medical trips for low-income persons
- 2nd Priority - Shopping for low-income persons
- 3rd Priority - Medical trips for other persons
- 4th Priority - Shopping for other persons
- 5th Priority - "Other" eligible destinations (include banking, doctor prescribed therapy)

These trips will be targeted for geographic distribution as follows:

<u>Service Area</u>	<u>Rides</u>	<u>% of Ride</u>	<u>#Clients</u>
Santa Cruz/Mid-County/Aptos/Capitola	2820	60%	130
San Lorenzo/Scotts Valley	705	15%	35
Watsonville/ Freedom	1175	25%	40

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

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

The Volunteer Center of Santa Cruz County has been receiving TDA funds for over 35 years and are active members of the Elderly & Disabled Transportation Advisory Committee. The program is listed in the Specialized Transportation Guide and is included in the draft Coordinated Public Transit-Human Services Transportation Plan providing all services listed in the plan.

E&D TAC April 9, 2019 - Item 17 Attachment 1

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): This project will have little or no impact on other modes of travel.

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

What is the total project cost? \$88,093

Is project fully funded? Yes

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

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

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

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

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

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

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

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

17. Improving Program Efficiency/Productivity Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage.

This year we launched a custom computer application we call “Transportation Hub” that allows us to enter our ride requests and match them with drivers based on distance and availability. The Transportation Hub is a Javascript web application and built using the Angular web framework and Google's Firebase platform. Firebase hosts the application's webpage as well as provides the database that the application's information is stored in. Additionally, the application takes advantage of the Google Maps and Gmail APIs to provide mapping and email integration for the volunteer dispatchers using the application. The Transportation Hub's source code is saved in a Git repository on Gitlab which the Volunteer Center has chosen to share under the MIT Open Source License.

Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership: We will continue to use our custom transportation application in addition to encouraging ride sharing whenever possible.

18. What is different from last year's program/claim? Our program will be utilizing productivity improvements and increasing the number of rides by 100.

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

☐ SCMD – April each year

☒ Specialized Transportation: Quarterly to E/D TAC, RTC

☐ CTSA: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)

☐ B2W: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)

CTSA and Volunteer Center (Article 8) Only

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

The Volunteer Center's Transportation Program is a volunteer program providing free rides and serves to people who, through age, physical limitations are unable to use other public or private transportation resources. Approximately 1/2 of our clients live in congregate areas such as mobile homes and low-income housing. We specialize in meeting the needs of those clients outside the ADA-mandated Para transit service area. The service is provided free of charge to clients. There are no other providers of this service in the community

Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe. When possible, the Volunteer Center will refer those callers whose requests cannot be accommodated through our program to other transportation programs. We often refer to Lifeline and Metro ParaCruz.

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

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The program has no owned service vehicles or employee drivers. Volunteer drivers use private vehicles. It is estimated that each ride (from start to finish) is 17.9 miles, with approximately 4,600 rides provided in the last fiscal year. This is about 82,340 projected service miles per year. Each ride (from start to finish) is an average of 3.5 hours or a total of 16,100 service hours. Volunteers have the option of being paid mileage at a cost of \$.31/ mile. Based on the FY 2018-19 TDA allocation of \$82,747 and the service estimates provided by volunteer drivers, the cost per ride is an average \$5.14 per hour or \$1.00 per mile.

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

The Volunteer Center Transportation Program works in conjunction with the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee to help assure that transportation needs for the elderly and disabled persons are represented. We know from local needs assessments that low or free transportation for elderly and disabled persons out side of the fixed routes or for those unable to use fixed routes are in desperate need. Many of our clients live in rural areas, have little or no family to assist them and are living on a fixed income. These factors demonstrate why our transportation program is so vital to our community. In many cases, our volunteers go beyond just providing transportation to doctor appointments, grocery shopping and other necessary appointments, they help bring in the groceries and will sit with individuals that are receiving medical advice. Volunteer drivers provide this personalized service free of charge to clients through out Santa Cruz County.

SCMTD, CTSC, Volunteer Center & RTC Only

21. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.

Our independent Auditors review costs and revenues that are not aggregated in our accounts. TDA finances are audited as one of over 60 separate fund accounts. It would be too cumbersome to include all 60 plus accounts that are audited in the published financials. We have our auditors include a TDA finance page in the audit.

SCMTD Only

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

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

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

- Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by

E&D TAC April 9, 2019 - Item 17 Attachment 1

LTF/STA during any of the prior three fiscal years.

- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator's prior year costs as adjusted by the CPI are excluded from operating cost.*
23. Current fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public).
- Current ratio ((sum of fare revenues + local support) ÷ operating cost):
 - FY1978-79 Ratio: _____
24. Did the SCMTD operating budget increase over 15% from the prior fiscal year?
If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).
25. Operating statistics (compare current fiscal year to date to last three full fiscal years; *TDA required performance indicators), submit items from the following list.
- *Annual passengers*
 - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride*
 - *Annual service hours*
 - *Passengers per vehicle service hour**
 - *Annual service miles*
 - *# of fixed-route miles*
 - *Service Area – square miles*
 - *Service Area Population*
 - *Passengers per vehicle service mile**
 - *Average passengers per weekday*
 - *Total operating costs in budget*
 - *Operating cost per vehicle service hour**
 - *Total operating cost per passenger**
 - *Average Farebox Revenue per passenger (describe what is included)*
 - *# of FTE employees (all employees, not just drivers)*
 - *Vehicle Service hours/Employee**
 - *# of routes*
 - *Average route length*
 - *Average travel times/rider*
 - *# of bus stops*
 - *# of vehicles in operation*
 - *# of monthly bus passes in circulation*
 - *Max vehicles in service at any time:*
 - *Hours of service:*
 - *Approximate # of unduplicated passengers*
 - *Cost per unit of service plus text about long range plans to make/keep this low*
 - *Funds and percentage spent on administration/overhead/grantee allocation/etc*
 - *Actual financials compared with budget*

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- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

Documentation to Include with Your Claim:

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims

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

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: Senior Programs Director Date: 3/29/2019

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Exhibit B

PROGRAM NAME:

Volunteer Center Transportation

FISCAL YEAR:

2018-2019 2019-2020

REVENUES

Budget Unit Name			
Budget Unit Number			
4000	PUBLIC SUPPORT		
4007	Donations	1,000	1,100
4295	Transportation Commission	82,747	88,093
TOTAL CURRENT YEAR REVENUES		83,747	89,193
5001	Hourly Wages	58,279	60,636
SUBTOTAL BENEFITS & TAXES		58,279	60,636
6012	Auditing Expense	500	500
6018	Copies	200	225
6032	Equipment	1,400	1,500
6038	Equipment, Repair	225	250
6039	Facility Maintenance	100	175
6040	Insurance, General	225	400
6042	Insurance, Volunteer	1,600	1,800
6050	Postage	150	170
6060	Rent	-	-
6061	Rent, Watsonville	4,500	4,500
6078	Office Supplies	169	300
6081	Computer Software & Fees	200	400
6098	Mileage, Volunteers	1,000	2,000
6100	Telecommunication	2,600	2,850
6125	Utilities	575	600
6150	Volunteer Recognition	300	400
6160	Admin Fees	11,724	12,487
TOTAL CURRENT EXPENSES		83,747	89,193

Exhibit A

VOLUNTEER CENTER OF SANTA CRUZ COUNTY

1740 17th Avenue Santa Cruz, CA 95062 427-5070

**PROGRAM DESCRIPTION/SCOPE OF WORK
VOLUNTEER CENTER'S TRANSPORTATION PROGRAM
Fiscal Year 2019-20**

A. TARGET POPULATION

The Volunteer Center Transportation Program provides rides and serves people whom, through age, physical limitations or geographic location, are unable to use other public or private transportation resources. The program is limited to ambulatory persons. Our service area is all of Santa Cruz County.

B. SERVICE GOALS

Our goal is to provide 4,700 one-way trips to eligible clients. Clients will be limited to a maximum of two rides per week. Our priority for filling requests is as follows:

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

These trips will be targeted for geographic distribution as follows:

	<u>Rides</u>	<u>% of Rides</u>	<u>#Clients</u>
Santa Cruz/Mid-County/Aptos/Capitola	2820	60%	130
San Lorenzo/Scotts Valley	705	15%	35
Watsonville/ Freedom	1175	25%	40

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

C. PROGRAM ACTIVITIES

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

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

D. QUARTERLY REPORTS

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

Prior Year Annual Report:	September 6, 2019
Quarterly Activities Report 1:	October 25, 2019
Quarterly Activities Report 2:	February 8, 2020
Quarterly Activities Report 3:	April 26, 2020
Quarterly Activities Report 4:	July 26, 2020

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

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

E. INSURANCE

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

F. CLAIMS

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

Annual Advance - July, 2019 \$88,093

AGENDA: April 9, 2019

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: FY 2019-20 Transportation Development Act Funds for Community
Bridges

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee review the FY 2019-20 Transportation Development Act claim from Community Bridges in the amount of \$739,977 and recommend approval by the Regional Transportation Commission, contingent upon approval by the City of Santa Cruz to act as their claimant.

BACKGROUND

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's ¼ cent share of the state's 7.5 cent sales tax according to state law and established formulas in the Commission's Rules and Regulations. The RTC's FY 2019-20 draft budget was considered by the RTC Budget and Administration Personnel Committee (B&A/P) in March 2019 and includes TDA allocations based on the Santa Cruz County Auditor's estimates. The B&A/P recommends that the RTC adopt the RTC FY 2019-20 budget at the April 4, 2019 RTC meeting.

DISCUSSION

The Regional Transportation Commission (RTC) drafted a FY 2019-20 budget including Transportation Development Act (TDA) allocations for Community Bridges in the amount of \$739,977. Community Bridge's TDA Claim Form, scope of work and budget based on the RTC's approved budget is included as Attachment 1. Community Bridges has a goal to use TDA funds to provide approximately 23,100 one-way trips using their Taxi Scrip, Medical TDA, Meals on Wheels, and Elderday programs to eligible clients over FY 2019-20. Community Bridges staff will provide an overview of their TDA funded transportation services at the meeting and will be available to answer questions. Community Bridges will request that the City of Santa Cruz, as a local jurisdiction, act as the claimant.

E&D TAC April 9, 2019 - Item 18

Staff recommends that the E&D TAC review the TDA claim for Community Bridges, and recommend approval by the Regional Transportation Commission, contingent upon approval by the City of Santa Cruz to act as the claimant.

SUMMARY

The E&D TAC annually reviews Transportation Development Act claims for Community Bridges, the Volunteer Center and Santa Cruz Metro, to ensure that these funds are allocated in accordance with TDA requirements and community needs, and makes recommendations regarding their approval to the Regional Transportation Commission.

Attachment 1: FY 2019-20 Community Bridges TDA Claim and operation/budget pages

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

Submit a separate form for each project.

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

Project Information

1. Project Title: Lift Line / CTSA Specialized Paratransit Service for Santa Cruz County
2. Implementing Agency: Community Bridges
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
The City of Santa Cruz acts as the eligible TDA claimant for Lift Line.
Lift Line receives the TDA funds through a contract with the City of Santa Cruz.
4. Funding requested this claim: TDA \$739,977
 STA (transit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 19/20
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:

<input type="checkbox"/> Article 8 Bicycle and/or Pedestrian Facility	<input checked="" type="checkbox"/> Article 8 Specialized Transportation
<input type="checkbox"/> Article 4 Public Transportation Article 3 & 8	<input type="checkbox"/> TDA Admin or Planning
7. Contact Person/Project Manager
Name: Kirk Ance
Telephone Number: 831-688-8840 ext. 238 E-mail: kirka@cbridges.org

Secondary Contact (in event primary not available): Raymon Cancino
Telephone Number: 831-688-8840 ext. 201 E-mail: raymonc@cbridges.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks. *Please see Exhibit C-1 and C-2 attached.*
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
The TDA funding for CTSA is to coordinate and provide social service transportation services with existing fixed-route service of public and private transportation providers for low-income elderly and disabled Santa Cruz County residents according to the requirements of the Social Services Transportation Improvement Act.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952, which were

enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Lift Line coordinates transportation services with other transportation providers and human service agencies in order to provide the most efficient transportation possible. These agencies include Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, and other hospitals and medical facilities.

Lift Line also works closely with several other non-profit organizations and other counties to continue to identify unmet needs and define effective responses to meet those needs. The ultimate goal of these efforts is to mobilize disabled, low-income and senior residents of Santa Cruz County. Lift Line also maintains a vital lifeline for eligible participants to access healthcare providers throughout the region, including destinations in Monterey County and the San Francisco Bay Area. This is consistent with the Association of Monterey Bay Area Governments (AMBAG) Coordinated Public Transit Plan.

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

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

11. Project Productivity Goals for this fiscal year:

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

The majority of our scheduling is automated with Mobile Data Computers and Automatic Vehicle Locaters (AVL) that integrate with Trapeze, making changes if needed and track rides as they occur. As rides are completed, the MDTs tag completed rides with real pickup and drop-off times and highlights these times in blue, making it easier for our dispatchers to monitor all rides. Likewise, uncompleted or unassigned rides (such as will-call returns) are highlighted in red to inform the dispatcher of the priority of pending trips. The addition of the AVLs in the fleet allows Lift Line to monitor and track vehicles at any moment. These systems allow Lift Line to provide accurate monthly encounter data to satisfy data requirements.

We will continue to provide our quarterly TDA reports, with the RTC reporting requirements, which are generated directly from the actual rides performed and documented through these systems. Lift Line's dispatch and scheduling system still has some manual components, to be used in the case of a power loss or technical difficulties. Since we cannot determine in advance when a power or technical problem should arise, we give all drivers a paper manifest to work from daily so as to not lose any information. Daily, drivers fill out paperwork to let us know if they have any incidents, accidents or mechanical failures. In order to track turndowns and referrals, schedulers and dispatchers keep a dispatch log. Also any turndown is offered an option of being placed on a waiting list in case there becomes an opening with a driver's schedule.

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

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

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

Lift Line is projecting to provide service to nearly 745 Santa Cruz County residents who will use specialized wheel-chair accessible vans. We are projecting to provide and coordinate 60,000 rides in the 19/20 fiscal year. *Please see Exhibit C-1 and C-2 Operating Plan for details.*

Lift Line will continue to provide responsive, non-emergency health and medical paratransit services for low-income seniors and disabled residents of Santa Cruz County. Trips are provided to health and medical destinations such as hospitals, medical centers and clinics, doctors' offices, dental offices, pharmacies, dialysis centers, human services, and various mental health and physical therapy appointments. In partnership with Central Coast Alliance for Health, rides to medical destinations will be provided for qualified members. Lift Line continues to work with Satellite Dialysis in Santa Cruz County to provide flexible services for its clients who are unable to use transit or METRO ParaCruz services.

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

The Lift Line programs are consistent with 2014 RTP goals 1 and 3 and advance:

- Target #3c of the 2014 RTP: Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations (Lift Line included as transit in this instance) and Target #3d: Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

The Lift Line program also support the following RTP policies:

- Improve multimodal access to and within key destinations.
- Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- Support projects that provide access to emergency services.
- Improve coordination between agencies in a manner improves efficiencies, and reduces duplication.
- Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.

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Community Bridges Lift Line TDA Claim 2019-2020

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

Lift Line is a complementary service to the ADA-mandated METRO ParaCruz service. In addition, Lift Line provides a flexible specialized transportation service for ongoing identified unmet immediate service needs. Due to the diverse nature of our services, Lift Line is able to group riders in various service categories, which ultimately reduces the number of vehicles needed to perform rides and in turn cuts down on traffic and emissions. Lift Line continues to optimize our service by scheduling rides in the most efficient manner and ultimately reducing the duplication of rides by grouping ride types for long distance, cross county rides.

Furthermore, Lift Line provides residents with specialized transportation needs who do not qualify for ParaCruz rides because they live outside the service area (more than $\frac{3}{4}$ mile from fixed transit route), don't have family or friends to assist them, and/or they may need same day service. For people who are low income or who face health/physical challenges, these services are crucial.

Lift Line was also awarded Section 5310 grant for operating funds in 2018-2021 to support same day and out of county medical transportation service, as identified in the AMBAG unmet needs plan. This new service was implemented in 2013 and we have been awarded 5310 funds to continue the project through February 2021. Most likely these funds will be used up during the 2020 calendar year because we were funded at 80% of our request.

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

What is the total project cost? Total CTSA Transportation Budget = \$2,332,862 (TDA only \$739,977) Is project fully funded? YES

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

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

15. Preferred Method and Schedule for TDA fund distribution *(see RTC Rules and Regulations for details):* CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount; OR Quarterly disbursement

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Community Bridges Lift Line TDA Claim 2019-2020

16. TDA Eligibility:	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>Community Bridges Board Resolution</u> . (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). <u>April 9, 2019 E&D TAC meeting</u>	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

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

17. Improving Program Efficiency/Productivity

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

Lift Line routes are continually assessed and re-structured to increase productivity, we group rides when possible so that vehicles and staff time are serving at capacity. This keeps the cost of operating down and helps keep the cost per service unit as low as possible. Failing to re-structure and maximized productivity would lead to increased cost per service unit. In the case of taxi subcontractors, we have paid special attention to maximizing the benefit of working with these outside partners only when we have reached our internal existing capacity and there is a cost benefit to calling in a taxi ride. We continue to work with physicians and participants to improve efficiency through group rides. Our experienced drivers, schedulers, and dispatch staff, with the use of computerized scheduling equipment, continue to serve as valuable assets toward achieving these goals.

Community Bridges Lift Line continues to work with the UTU to address ways to lower the economic issues impacting the operations of the budget. We also continue to work on reducing our worker's compensation costs and exposures in order to reduce our premiums. Lift Line also maintained optimum fleet size for the services provided, and we continually seek to update our vehicles and equipment through grants.

The County Health Services Department's programs, such as In Home Health Services, as well as local medical facilities and the Senior Network Services, are assisting their clients to help fill out the TDA Medical Transportation Application and fax them with the required supporting documents to our office on a regular basis. We also work with the Central Coast Alliance to coordinate Medi-Cal eligible participants with medical rides.

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

Lift Line continues these outreach efforts which was made possible with Measure D funds. We continue to build our outreach program and get information out about our service and help enroll new clients into our program. In the last year Lift Line has enrolled 56 new clients to our ridership program. This is an 8% increase.

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

Lift Line will continue to assess the cost and demand for our services on a regular basis, and structure our routes and staffing accordingly. Lift Line staff will continue to participate in outreach efforts to identify emerging needs in the community, and we will coordinate with service providers to meet the transportation needs of low-income elderly and disabled residents, including our area veterans. Our outreach program will continue working to build our client base and educate clients about all of our services.

Our driver trainer will work to get drivers trained and Commercial Class C certified in a quick and efficient manner. The driver trainer can work as a backup driver when needed, which will help fill in the gaps as well as help put drivers on the road sooner. This will increase productivity.

The driver trainer is working on a new training module. Part of this plan is to increase efficiencies and identify areas for improvement. The plan will also educate drivers more on our clients' needs and awareness of how to better serve our clients.

Lift Line as a program of Community Bridges is participating in a 10 program agency wide data migration program that will allow the agency as a whole to identify all program services that an applicant will qualify for. For example, if a client is applying for Elderday or Meals on Wheels services we will be able to identify if that applicant also qualifies for Lift Line services. As a result, if qualify they will be referred to Lift Line.

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

Community Bridges/Lift Line is requesting TDA funds to assist with the same types of rides as last year. We are requesting funding for: Medical TDA Rides, Meals on Wheels, Elderday, and the Taxi Scrip programs. Due to the RTC's B&A meeting being moved to March 21, RTC has suggesting we prepare our TDA Claims using last year's funding amounts. Lift Line is allocating the same funding amounts to the same four programs as it did FY18/19.

When new funding amounts are available and if there are any changes, Lift Line will adjust its allocations using the same percentage of funding for the same four programs as it did last FY for FY19/20.

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

☒ CTSA: Specialized Transportation: Quarterly to E&D TAC, RTC: Nov 2019, Jan 2020, Apr 2020, Jul 2020 and year end report 19/20

CTSA and Volunteer Center (Article 8) Only

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

Yes. We provide transportation that is otherwise not available to our target population.

Lift Line paratransit services are offered to low income seniors and people with disabilities that cannot drive or are not able or eligible to use METRO ParaCruz services (do not have the financial resources, have origins/destinations outside the service area, or need same-day service.)

Our out of county Medical ride service is used by residents who have no other resources, particularly due to financial restraints, to get to critical care treatment. The veterans we are currently providing paratransit services

for are funded through the FTA Section 5310 Grants Program. This grant has been awarded through February 2021, and were very proud to be able to maintain this service for as long as possible, as demand for service for this specific population has continued to grow. Even though the 5317 funds for this service came to an end, Lift Line/CTSA continues to seek other funding sources to support this service, which was an unmet need in the coordinated plan.

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

Lift Line, as the CTSA, acts as the safety net transportation service for low-income seniors and disabled individuals unable to secure mobility through other programs. We coordinate and refer people regularly to other services more suited to their specialized transportation requirements, such as: METRO bus or METRO ParaCruz; local taxi services through the taxi scrip program; the Volunteer Center; Veterans Services and our in house "Out of County" Medical ride service.

We work with Watsonville, Capitola, and Santa Cruz Satellite Dialysis to provide flexible service for the clients. We help identify an individual's specific need for specialized transportation service and coordinate not only services in our County, but also for rides to neighboring counties of San Benito, Monterey and Santa Clara. In addition, Lift Line assists those who call from other parts of California, as well as from out of the state, looking for other public and specialized transportation.

Lift Line's staff will continue to participate with local and statewide transportation groups to develop coordinated processes and keep current on transportation systems for seniors and disabled residents.

22. Provide performance information, as pertinent, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246) (99246d, per 2010 Performance Audit)

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

23. Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)

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

24. **SCMTD, CTSC, Volunteer Center & RTC Only** List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
- Describe any problems encountered in implementing individual recommendations.

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Community Bridges Lift Line TDA Claim 2019-2020

TDA Triennial Performance Audit Recommendations:

The last TDA Triennial Performance Audit covers FYs 2013-2016.

There was one recommendation noted which states the following,

“Community Bridges Lift Line should continue to pursue funding for a driver trainer/supervisor position.

The driver trainer/supervisor position is key to maintaining a solid core of drivers qualified to operate the vehicles and provide customer service.”

Lift Line has met the last performance audit recommendation by hiring a full time driver trainer. This position was filled and started at the beginning of the FY 17/18

Documentation to Include with Your Claim:

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims

- ☒ **A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code. ☐ **Other Certifications**
- ☒ **Written report** of current and upcoming activities. (*per RTC Rules and Regulations*)

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: Chief Executive Officer

Date: March 29, 2019

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**Lift Line 2018-19 TDA Claim Form Article 4
Written Report of Current and Upcoming Activities**

Community Bridges Lift Line is designated as the Consolidated Transportation Services Agency (CTSA) of Santa Cruz County. Community Bridges has operated transportation under this designation since 1982.

Lift Line provides and coordinates the most accessible, reliable and safe transportation possible. We provided more than 62,000 rides in the past fiscal year to frail, elderly, and disabled county residents at no cost to the passengers. Lift Line now operates daily from 8:00 a.m. until 4:00 p.m. Hours of operation are extended in the case of emergencies, special occasion, and special requests. Lift Line also coordinates and schedules taxi rides provided outside of business hours.

With a current fleet of 16 vehicles, Lift Line provides a variety of services to assist seniors and people with disabilities in getting to where they need to go.

Current Services Offered Include:

Medi-Cal: In partnership with the Central Coast Alliance for Health, rides to medical destinations are fully covered for qualified members who have been determined to need above ADA METRO Para Cruz services.

TDA Medical Transportation: Transportation Development Act funds are used to provide medical rides (two round-trips per week) to persons qualified as low-income disabled or elderly.

Senior Dining Centers: Lift Line provides transportation to four senior dining centers throughout the County five days per week.

Taxi Scrip: Taxi Scrip is available for persons who are disabled and/or age 60 and over. Depending on income \$30 of Scrip can be purchased for \$16 or \$30 worth of Scrip for \$8 (limited amounts of Scrip available). Due to Taxi Scrip rides being down FY 19/20 Lift Line is going to temporally lift the limit in attempts to gauge accrual demands. We have had requests form some clients wanting more than the allowed limit. The current maximum amount is \$180 worth of scrip per quarter. The cost of that Scrip would either be \$96 or \$48 depending on income.

Elderday Adult Day Health Care Transportation: Transportation is provided to the Elderday program that provides outpatient day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia.

Outside Contracts: Lift Line is available for community events for groups needing specialized transportation accessible for the elderly and disabled.

Non-Emergency Medical Transportation: Available within Santa Cruz County for private pay.

Lift Line was able to secure FTA Section 5310 funding to continue the following services through February 2021. Lift Line will continue to provide these services:

Lift Line 2018-19 TDA Claim Form Written Report

Out of County Medical rides: Lift Line provides door-to-door specialized transportation to low income residents who have no other way to get to medical facilities for appointments that are in Santa Clara, San Mateo, and San Francisco Counties.

Veterans' Transportation: Lift Line coordinates and provides transportation for local veterans to out of county VA outpatient medical facilities in Monterey and Palo Alto.

Veterans' Shuttle Watsonville: Lift Line coordinates and provides transportation for local veteran's from CVS located at 490 Rodriquez Street Watsonville on Wednesdays at 9:15am to Veterans Memorial Building located at 846 Front St. Santa Cruz. The return to CVS is at 2:00pm.

Same Day Medical Transportation: First come, first serve same day rides for eligible riders to medical appointments including dentist, prescription drugs, and other medical related needs.

Downtown Seniors Center: At the beginning of FY18/19 Lift Line expanded its service to provide transportation to the Loudon Nelson Community Center for seniors to take classes and participate in activities. Transportation is provided during activity times Monday through Saturday.

Upcoming Activities & Challenges

Lift Line is taking early steps to do its part in reducing greenhouse gasses as part of a larger overall move of the State and SCCRTC. We have applied and received CARB Funding with leverage from Measure D funding, we were successfully awarded two 16-passenger fully electric paratransit buses and two charging stations capable of charging four electric vehicles at once. The charging station have been installed at our 240 Ford St. Watsonville location are now open to the public as well during the hours of M-F 8:30am to 4:00pm. The two electric buses are expected to arrive in spring 2019.

Life Line has also been approved through the SCCRTC for LCTOP funds that will help us to expand our emissions reduction mission even further starting in 2019. The funding will be used to purchase a small 9 passenger paratransit bus and two level-3 charging station. One will be located at our fleet facility in Watsonville and the other in Felton at the Mountain Community Resources Center located at 6134 Highway 9 Felton. These stations will allow quick charging 80% in 20 minutes. They will also be open to other transit operations such as Metro and MST.

Lift Line is actively look for a new operations facility/site as part of the SCCRTC unmet needs list and Measure D 5-Year Plan. We have identified a property in Watsonville and are actively pursuing purchasing the property. It has a building with a maintenance shop on the property and plenty of parking for the entire fleet as well as room for growth.

Lift Line has having challenges with Santa Cruz Yellow Cab, whom Lift Line use as subcontractors to perform overflow/backup transportation as well as prover transportation for the Taxi Script program. They have become unreliable, therefor we are actively looking for alternatives for overflow/backup transportation. They seem to be doing ok with the taxi script, but we are also looking into this further.

EXHIBIT B

**CTSA FIVE YEAR CAPITAL IMPROVEMENT PLAN 19/20
FISCAL YEARS: 18/19 THROUGH 22/23**

CAPITAL REVENUE					
	Projected 2018-2019	Projected 2019-2020	Projected 2020-2021	Projected 2021-2022	Projected 2022-2023
Fund Balance	\$28,383	\$15,001	\$51,091	\$1,042	\$1,043
FTA Section 5310	\$402,926	\$0	\$671,950	\$0	\$0
Addition to Fund	\$0	\$36,089	\$33,000	\$0	\$0
Fund Interest	\$1	\$1	\$1	\$1	\$1
Total	\$431,310	\$51,091	\$756,042	\$1,043	\$1,044
CAPITAL EXPENDITURES					
	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Equipment Purchase	\$416,309	\$0	\$755,000		\$0
Major Maintenance	\$0	\$0	\$0	\$0	\$0
Total	\$416,309	\$0	\$755,000	\$0	\$0
Year-End Balance	\$15,001	\$51,091	\$1,042	\$1,043	\$1,044

Notes:

1. As capital grants are indefinite, and as capital equipment arrival dates vary, projected figures may require adjustment.
2. 18/19 Lift Line received, 10 MDT's, 4 2-Way Radios, and 8 Computer Workstations, however the 5 buses that were ordered may be delayed to 19/20
3. Equip Purchase in 20/21 is for 3 Minivans, 3 Med Buses, 5 Large Buses, Computer Server, Communic. Equip. \$36,089 of TDA funds are being put into reserve 19/20 to be used towards matching funds should toll credits not be available as match for FTA capital projects.

**EXHIBIT C-1
Lift Line / CTSA
FY19/20 OPERATING PLAN**

The Lift Line program provides demand-responsive, specialized non-emergency health and medical transportation for low-income seniors and disabled residents of Santa Cruz County. Riders are not charged a fare for the service. Service is generally provided from 8:00 AM to 4:00 PM, seven days a week (with the exception of published holidays), while Lift Line also coordinates additional services on behalf of its clients outside these hours.

Service is focused on individuals that live outside the METRO ParaCruz service area, those who are unable to afford the METRO ParaCruz fare, those that do not meet the ADA complementary paratransit eligibility requirements, those needing same day service, and those that need a higher level of service than can be provided by METRO ParaCruz. Lift Line operates a fleet of 19 wheelchair accessible vans. Transportation is provided to destinations such as doctors' offices, pharmacies, Elderday Adult Day Health Care, Senior Dining Centers, out of county medical destinations, dialysis sites, and various medical therapy appointments. Clients are generally asked to book their medical rides between 8:30am and 3:30pm.

Lift Line is seeking to continue TDA Medical Rides service and ensure this service reaches those with the most need. Lift Line projecting 5,300 TDA Medical Rides for FY 19/20. The TDA Medical Rides program serves as a safety net service for medical rides outside the ADA-mandated METRO paratransit service areas. Eligible individuals may schedule rides to medical destinations as late as one day in advance, with no fares collected. Currently all of the residents that receive medical rides are low income and below the federal 200% poverty level. Lift Line staff continue to update participant applications to reflect the new Federal Government poverty level guidelines to ensure income and disability eligibility is maintained by participants.

Lift Line also coordinates with the local taxi companies to offer the Taxi Scrip (TS) program. Lift Line is projecting 3,200 Taxi Scrip rides in FY 19/20.

The Taxi Scrip program serves as a safety net service for medical rides and non-medical rides needed outside the ADA-mandated METRO paratransit service areas. Individuals may purchase subsidized taxi scrip so that they can directly schedule taxi rides. Taxi companies own and operate vehicles that are fully accessible for mobility devices such as wheelchairs. Currently all residents that receive Taxi Scrip at a discount are low income and below the federal 200% poverty level. Lift Line staff continue to update the TDA applications to reflect the new Federal Government poverty level guidelines. Area taxi service providers include: Courtesy Cab, and Santa Cruz Cab. Lift Line provides ongoing monitoring and assessment of the program to ensure that eligibility criteria are met, safety criteria are met by subcontractors, and to ensure there is no abuse of this vital program. Currently clients can purchase three \$10.00 books, for a total of \$30.00 worth of scrip, for \$8.00 which would give them approximately one (1) or two (2) rides per book. There is currently a limit to purchase six books per person per quarter.

Lift Line is projecting 11,886 Meals on Wheels rides for FY 19/20, 5,600 of which will be funded with TDA funds.

We are on track to meet our projected goal for the current fiscal year. Lift Line will continue to coordinate with the Meals on Wheels program to help them meet any increase attendance demands at all of the senior dining centers. Lift Line continues to meet with the Meals on Wheels Program Director and site managers to review unmet transportation service needs.

Lift Line is projecting 22,033 Elderday rides in FY 19/20, of which 9,000 are funded by TDA.

The Elderday program provides outpatient adult day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's disease. Almost all of these participants use wheelchairs or walkers, and require vans with lifts. Generally, these clients are very frail and need personal, door-to-door assistance. Elderday rides are reflective of the level of client service that Lift Line drivers provide to patients with critical needs.

Lift Line staff will continue to work with the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in identifying and addressing unmet needs.

Lift Line continues to work with the E&D TAC in meeting the Unmet Transit and Paratransit Needs as well as the recommendations of the Paratransit Coordination Task Force. For those who don't qualify for METRO ParaCruz or MediCal assistance, we will continue to help them complete the required paperwork to make it easier for them to use the current TDA programs that meet their specific needs. In our role as the Consolidated Transportation Service Agency, Lift Line will continue working with other transportation providers to ensure maximum efficiency and coordination of rides for all residents.

Lift Line will continue to focus its resources on transportation needs that are not being met by other paratransit services, such as ADA-mandated METRO ParaCruz.

Through TDA funding, Lift Line will continue to serve those not eligible for METRO ParaCruz service, specifically low-income individuals who cannot afford the \$8.00 to \$12.00 round-trip METRO ParaCruz fare, those who don't meet the strict ADA qualifications, and those with origins/destinations outside of the METRO ParaCruz service area. Because Lift Line provides safety net services to those ineligible or unable to use other services, its goal is to provide flexible programs, scheduling, and dispatching that can respond to the changing needs of all participants.

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

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OPERATION PLAN SERVICE OF UNITS EXHIBIT C-2 2019 / 2020

TABLE 1 - TDA PROPOSED SERVICE UNITS

	TAXI SCRIP	MEDICAL TDA	MEALS ON WHEELS	ELDERDAY	WINTER SHELTER PROGRAM	TOTAL UNITS	TOTAL
FUNDS ALLOCATED	\$69,960	\$312,306	\$98,669	\$222,953	\$0	23,100	\$703,888
OPERATING COST	\$13.36	\$34.85	\$10.24	\$13.16	\$0.00		
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director, Fleet Mgr, Admin Asst, Info Mgr, Rent, Liability Insur., Phone, Supplies, etc.	\$5.33	\$16.55	\$6.36	\$7.99	\$0.00		
B. ADMINISTRATION 14.64% of total cost per unit.	\$3.17	\$7.52	\$1.02	\$3.63	\$0.00		
TOTAL COST PER SERVICE UNIT	\$21.86	\$58.93	\$17.62	\$24.77	\$0.00		
19/20 PROJECTED TDA UNITS OF SERVICE	3,200	5,300	5,600	9,000	0	23,100	
EQUIPMENT PURCHASE MATCH							\$36,089
TOTAL TDA CLAIM REQUEST							\$739,977

NON-TDA SUPPORTED

TABLE 2 - OTHER CTSA SERVICE UNITS

	Meals on Wheels	Elderday Services	Section 5310 Medical	Measure D Paratransit	Dialysis	Total Units	Total
Funds Allocated	\$110,764	\$322,865	\$132,000	\$453,474	\$20,190		\$1,039,293
Revenue per Service Unit	\$17.62	\$24.77	\$100.41	\$75.58	\$58.93		
18/19 Projected Units of Service	6,286	13,033	1,315	6,000	343	26,977	
Other Income							\$105,576
Total Operating Income							\$1,144,869
Measure D Facility/Equip Reserves							\$380,016
FTA Section 5310-Capital Equipment							\$0
TDA Claim							\$739,977
Grand Total							\$2,264,862

ROLLUP OF ALL RIDES

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

	Taxi Scrip	TDA Medical	Meals on Wheels	Elderday Services	Section 5310 Medical	Measure D Paratransit	Dialysis	Total Units
18/19 Total Ride Projections	3,200	5,300	11,886	22,033	1,315	6,000	343	50,077

Exhibit D

**Schedule of Payments
FY: 2019-2020 TDA Claim
Lift Line CTSA**

July 15, 2019	\$258,993
October 15, 2019	\$160,328
January 15, 2020	\$160,328
April 15, 2020	\$160,328
Total	\$739,977

Preferred Method and Schedule for TDA fund distribution: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount.

**EXHIBIT E Lift Line / CTSA
19/20 Statement of Role and Responsibility**

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSAs are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Community Bridges Lift Line will continue to coordinate and consolidate transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Lift Line will continue to work with Santa Cruz County School Districts, Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, Hospice of Santa Cruz County, as well as hospitals and other medical facilities. Community Bridges Lift Line will also continue working closely with the RTPA and to help with the unmet needs identified in the Tri-County AMBAG Coordinated Plan. Community Bridges Lift Line will also continue working with local non-profit organizations and other human service and medical facilities in neighboring counties to continue to define and create an effective mobility management center to help mobilize resident with various disabilities, low income and senior populations to travel easily throughout our County as well as to travel seamlessly throughout our tri-county Monterey Bay region and the San Francisco Bay Area.

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

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

Exhibit F
Reporting Period and Performance Measures
FY: 2019-2020 TDA Claim
Community Bridges' Life Line CTSA

	Reporting Period	Due
1.	Fiscal Year: 2019/20	11/15/19
2.	1 st Quarter, 7/1/19 through 9/30/19	01/15/20
3.	2 nd Quarter, 10/1/19 through 12/31/19	04/15/20
4.	3 rd Quarter, 1/1/20 through 3/31/20	07/15/20
5.	4 th Quarter, 4/1/20 through 6/30/20	11/15/20
6.	Annual Evaluation, Fiscal Year 2019/2020	11/15/20

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

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

AGENDA: April 9, 2019

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: FY 2019-20 Transportation Development Act Funds for the Santa Cruz
Metropolitan Transit District

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Review the FY 2019-20 claim for TDA funds from the Santa Cruz Metropolitan Transit District in the amount of \$7,531,910 and recommend approval by the Regional Transportation Commission; and,
 2. Review the FY 2019-20 claim for State Transit Assistance Funds (STA) funds from the Santa Cruz Metropolitan Transit District in the amount of \$4,530,969.
-

BACKGROUND

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's ¼ cent share of the state's 7.5 cent sales tax according to state law and established formulas in the Commission's Rules and Regulations. State Transit Assistance (STA) funds are generated from the sales tax on diesel fuel and the amount of funds available varies from year to year with the change in diesel fuel prices. Annually the State Controller's Office (SCO) provides an estimate of STA funds for all counties and transit agencies in the state. The RTC's FY 2019-20 draft budget was considered by the RTC Budget and Administration Personnel Committee (B&A/P) in March 2019 and includes TDA and STA apportionments based on the Santa Cruz County Auditor's and State Controller's Office estimates. The B&A/P Committee recommends that the RTC adopt the RTC FY 2019-20 budget at the April 4, 2019 RTC meeting.

DISCUSSION

Transportation Development Act (TDA)

The Regional Transportation Commission (RTC) drafted a FY 2019-20 budget including Transportation Development Act (TDA) allocations for the Santa Cruz Metropolitan Transit District (Metro) in the amount of \$7,531,910. Metro will use FY 2019-20 TDA funding and State Transit Assistance (STA) funding to support Metro's fixed-route public transit operations which requires 76 vehicles and serves 26 routes throughout Santa Cruz County. Metro projects 4,947,541 fixed-route and ParaCruz passenger trips in FY 2019-20. ParaCruz is Metro's complementary

paratransit service, which operates 32 accessible vans. Metro projects 70,764 paratransit one-way trips in FY 2019-20.

State Transit Assistance Funds (STA)

State Transit Assistance (STA) funds are generated from the sales tax on diesel fuel and the amount of funds available statewide varies from year to year with the change in diesel fuel prices. Annually the State Controller's Office (SCO) provides an estimate of STA funds for all counties and transit agencies in the state. This includes RTC's population-based formula funds (PUC Section 99313) and Santa Cruz Metropolitan Transit District's (METRO) estimated revenue-based formula share (PUC Section 99314). Both the METRO and the RTC-formula allocations of STA funds pass through the RTC budget. METRO's STA Claim is typically combined with its TDA Claim. A total of \$5,621,288 in STA funds are estimated to be available in FY 2019-20 including: \$2,686,391 in RTC's population-based formula funds, \$2,247,537 in METRO's revenue-based formula share, \$374,249 in State of Good Repair (SGR) program funds allocated to RTC and \$313,111 in SGR program funds allocated to METRO.

Although community transit services, or specialized providers, are not eligible to receive allocations of STA revenue-based (PUC 99314) allocations, through the two-year statewide discussion over what entities can qualify to receive STA funds, RTC staff received clarification that community transportation services (which meet requirements set forth in PUC 99275) are eligible for STA funds as sub-recipients at the discretion of the RTPA (RTC) for the population share (PUC 99313) or at the discretion of an STA-eligible operator for the revenue-based shares (PUC 99314). Because RTC staff previously understood that only Santa Cruz METRO qualified to receive STA funds available in Santa Cruz County, the RTC has historically provided all of the region's STA funds to Santa Cruz Metro. In the fall of 2017, the RTC established an ad-hoc committee to discuss RTC's population-based formula funds (PUC Section 99313) STA allocations for Santa Cruz METRO. At the RTC December 2017 meeting, the ad-hoc committee recommended and the RTC approved that the RTC designate 100% of the region's shares of FY17/18 and FY18/19 STA and SGR funding to Santa Cruz METRO; and then partial reduction of the region's population shares (PUC 99313) of STA and SGR funds to METRO starting in FY19/20 to 85%, FY20/21 - 80%, and FY21/22 - 75% to METRO.

As shown in METRO's draft TDA/STA claim ([Attachment 1](#)), METRO proposes to use most of the \$5,162,192 STA funds on operations, with \$1,156,095 designated for capital projects.

Staff recommends that the E&D TAC review the FY 2019-20 claim for TDA funds from the Santa Cruz Metropolitan Transit District and recommend approval by the Regional Transportation Commission; and, review the FY 2019-20 claim for State Transit Assistance funds from the Santa Cruz Metropolitan Transit District.

SUMMARY

The E&D TAC annually reviews Transportation Development Act (TDA) claims for the Santa Cruz Metro, as well as Community Bridges and the Volunteer Center, to ensure that these funds are allocated in accordance with TDA requirements and community needs, and makes recommendations regarding approval of the claims to the Regional Transportation Commission. The Santa Cruz Metro TDA claim also serves as the Santa Cruz Metro State Transit Assistance (STA) fund claim.

Attachment 1: FY 19-20 Santa Cruz Metro TDA and STA Claim

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E&D TAC April 9, 2019 - Item 19 Attachment 1
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 29, 2019

TO: Executive Director, SCCRTC

FROM: CEO/General Manager, Santa Cruz METRO

SUBJECT: FY20 TDA FUNDS DISBURSEMENT REQUIREMENT

METRO requests disbursement of the Santa Cruz Metropolitan Transit District's FY20 TDA claim for \$7,531,910.00 in TDA-LTF funds, \$4,530,969.00 in TDA-STA funds, and \$631,223 in STA-SGR funds as follows:

TDA-LTF FUNDING FOR FY20

<u>Disbursement Schedule</u>	<u>Operating Funds</u>	<u>Total Disbursement</u>
First Quarter	\$ 1,882,977.50	\$ 1,882,977.50
Second Quarter	\$ 1,882,977.50	\$ 1,882,977.50
Third Quarter	\$ 1,882,977.50	\$ 1,882,977.50
Fourth Quarter	\$ 1,882,977.50	\$ 1,882,977.50
	<u>\$ 7,531,910.00</u>	<u>\$ 7,531,910.00</u>

TDA-STA FUNDING FOR FY20 (Sec. 85% of 99313 and 99314 STA)

<u>Disbursement Schedule</u>	<u>Operating Funds</u>	<u>Capital Funds</u>	<u>Total Disbursement</u>
First Quarter (paid)	\$ 1,001,524.25	\$ 131,218	\$ 1,132,742.25
Second Quarter	\$ 1,001,524.25	\$ 131,218	\$ 1,132,742.25
Third Quarter	\$ 1,001,524.25	\$ 131,218	\$ 1,132,742.25
Fourth Quarter	\$ 1,001,524.25	\$ 131,218	\$ 1,132,742.25
	<u>\$ 4,006,097.00</u>	<u>\$ 524,872.00</u>	<u>\$ 4,530,969.00</u>

STA-SGR FUNDING FOR FY20 (Sec. 85% of 99313 and 99314 SGR)

<u>SGR Disbursement Schedule</u>	<u>Capital</u>
First Quarter	\$ 157,805.75
Second Quarter	\$ 157,805.75
Third Quarter	\$ 157,805.75
Fourth Quarter	\$ 157,805.75
	<u>\$ 631,223.00</u>

FY20 TDA funds will be used for fixed-route and paratransit operating, capital and administrative costs as shown on the FY20 TDA Claim Form and in the *Santa Cruz Metropolitan Transit District FY20 & FY21 Preliminary Operating Budget* and the *FY19 Preliminary Capital Budget*, which the Board approved on 3/22/19. SGR funds will be used for bus replacements.

DRAFT



FY 20 TDA/STA Claim

Santa Cruz Metropolitan Transit District



**Transportation Development Act (TDA) – Local Transportation Funds and
State Transit Assistance (STA)
FY20 CLAIM FORM**

Project Information

1. Project Title: FY20 Santa Cruz METRO Operating and Capital Assistance
2. Implementing Agency: Santa Cruz Metropolitan Transit District (METRO)
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim:

TDA-LTF (FY18/19)	\$ 7,531,910
TDA-STA 99313	\$ 2,283,432
TDA-STA 99314	\$ 2,247,537
SGR 99313	\$ 318,112
SGR 99314	\$ 313,111

5. Fiscal Year (FY) for which funds are claimed: FY20
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - ☐ Article 8 Bicycle and/or Pedestrian Facility
 - ☒ Article 4 Public Transportation
 - ☐ Article 8 Specialized Transportation
 - ☐ Article 3 & 8 TDA Admin or Planning

7. Contact Person/Project Manager

Name: Alex Clifford, CEO/General Manager
Telephone Number: (831) 426-6080 E-mail: aclifford@scmtd.com

Secondary Contact (in event primary not available): Wondimu Mengistu, Grants/Legislative Analyst
Telephone Number: (831) 420-2580 E-mail: Wmengistu@scmtd.com

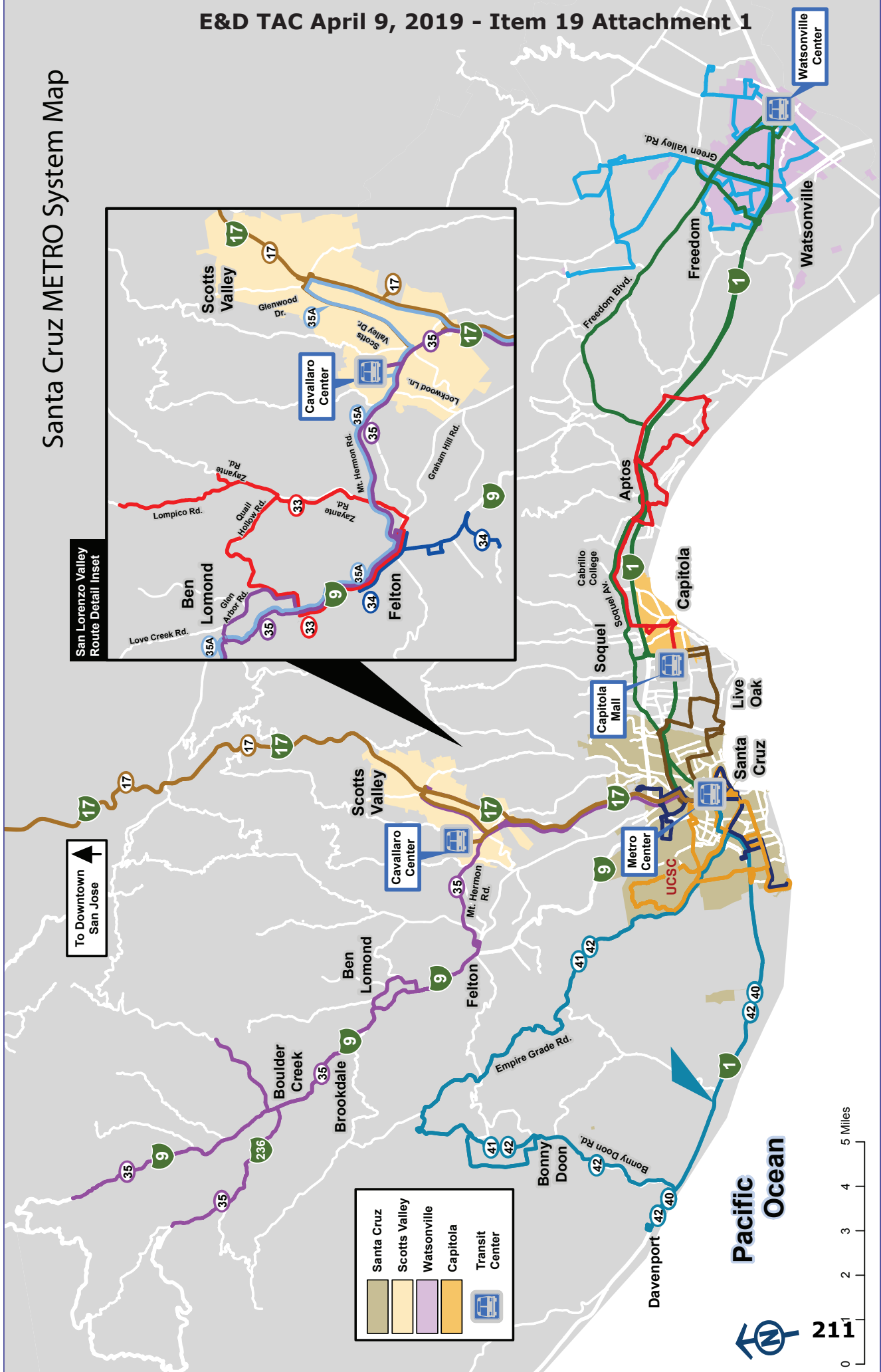
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks.

This project provides \$11,538,007 for fixed-route public transit and ADA complementary paratransit operations in Santa Cruz County and \$1,156,095 for capital improvements. Fixed-route public transit operations require a maximum fleet of 76 buses serving 26 routes throughout Santa Cruz County, including the Highway 17 Express AMTRAK feeder service between Santa Cruz and San Jose (Diridon Station). ParaCruz, METRO's complementary paratransit service, operates 32 accessible vans in demand-response service for persons who, due to disability, cannot access the fixed-route system.

FY20 SGR Capital funds (\$631,223) and \$524,872 in STA funds transferred to the capital budget contribute \$1,156,095 of \$3,000,000 in capital funding to procure replacement buses.

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

Santa Cruz METRO System Map



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

This project provides financial support for fixed-route public transit and paratransit service in Santa Cruz County and critical capital improvement funds to replace and/or refurbish buses that are beyond their useful lifespan. Public transit is lifeline transportation for residents who do not have access to a privately owned vehicle and offers an alternative transportation mode choice for others. Increasing public transit ridership is a goal of the 2040 RTP, and TDA/STA financial assistance is required to sustain current levels of transit service, which will support ridership growth in subsequent years.

While METRO has been successful in obtaining capital grants to replace some of its aging fleet, it still needs additional capital funds to replace the backlog of old buses which need to be replaced. METRO continues to operate buses, which are beyond their useful life, and is purchasing new, low and no-emission buses to transition to a 100% zero-emission fleet by 2040. METRO also needs to develop and implement charging infrastructure to support electric bus operations and battery storage to allow METRO to avoid purchasing power from the grid at peak price times.

11. Project Productivity Goals for this fiscal year:

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

Total Annual passenger trips

Operating Cost/Hour

Farebox Recovery Ratio

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

For FY20, METRO projects 5,074,932 fixed-route and ParaCruz passenger trips based upon a FY18 actual ridership reduction by 0.84% in fixed-route and 4% reduction in ParaCruz passenger trips. The FY20 ParaCruz ridership estimate is 69,302 trips, 4% lower than the 72,209 actual trips carried in FY18. The FY20 ParaCruz ridership estimate is based upon current trends to adjust the previous year's actual ridership.

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

Yes, METRO's FY20 TDA/STA project conforms to these goals and targets in the *2040 RTP, Transportation Goals, Policies and Targets*:

Goal 1: Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers (Attachment 3, p. 1).

Targets:

1A. Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 47 percent by 2040 (Attachment 3, p. 1).

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020, and 5 percent by 2035 and 6 percent by 2040. (Attachment 3, p. 1).

1E. Increase the number of active transportation trips by 5 percent of total trips by 2020 and 1 by 20% of all trips by 2040. (Attachment 3, p. 2).

E&D TAC April 9, 2019 - Item 19 Attachment 1

FY20 TDA Claim 3/29/19

METRO

Page 4

Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.

Targets:

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 47% by 2040.

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

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

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services may NOT apply toward the local match.* METRO will contribute \$11,538,007 in farebox revenue together with sufficient advertising, rental and interest income to meet the 50% match for operating funds.

What is the total project cost?

\$51,651,221 for FY20 operations and \$3,000,000 for capital improvements as published in the adopted *Santa Cruz Metropolitan Transit District FY20 & FY21 Preliminary Operating Budget and FY20 Preliminary Capital Budget*, Attachment A. Revenue sources for capital improvements (replacement buses) are \$524,872 FY20 STA transferred from operating budget; \$631,223 SGR capital; \$1,853,386 FY20 Measure D transferred from operating budget.

15. Is project fully funded? Yes.

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

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

SCMTD: ☒ Quarterly disbursement

18. TDA Eligibility:

	YES? NO ?
A. Has the project/program been approved by the claimant's governing body? Form of approval (e.g. resolution, work program, budget, other document) <u>On 3/22/19, the METRO Board adopted the FY20 & FY21 Preliminary Operating Budget for the purpose of submitting the TDA claim in the amounts requested with this claim.</u> If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding? (This Project is defined as FY20 operations.)	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. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	NA
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to	NA

Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	
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SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
 - METRO has proposed a new contract services with Cabrillo College, which will run for three school years (2018-2019 through 2020-21) and includes an option for two additional school years (2021-22 and 2022-23). In return, all Cabrillo students can ride METRO's local fixed-route service with no out-of-pocket costs, a significant incentive to increase countywide transit ridership. METRO has also renewed a contractual service with the University of California Santa Cruz to support transit operations serving their campuses
 - METRO is continuously fine-tuning the time of its route and considering route modification to improve efficiency.
 - METRO has received ten hybrid diesel-electric buses for the Highway 17 Express fleet, replacing 2003 CNG buses, which are beyond their useful life. The Gillig HybriDrive Series-E coaches run completely on diesel electric power, saving money and fuel. An on-board generator keeps the vehicle battery charged, eliminating any performance or range limitations. METRO has also received four articulated which will serve the UCSC and Coastal Science campus routes and replace 3 buses which have been being leased since January 2018, funded by UCSC and the City of Santa Cruz.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:
 - Purchase two electric buses to implement the FY16, FY17 and FY18 Low Carbon Transit Operations Program for expanded Watsonville service.
 - Develop electric charging infrastructure and battery storage plan for electric buses serving Watsonville area.
 - Refurbishing existing buses to extend their useful life.
 - Begin rebuilding service from the FY17 service restructuring.
 - Improve on-time performance.
 - Continue pursuit of discretionary grants in state and federal programs.
 - Deploy Automatic Vehicle Locators to provide real-time travel information to customers and improve vehicle dispatch response.

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

- a. This year's TDA claim is greater than last year's amended claim, \$7,531,910 vs \$7,074,858. In addition, allocations of PUC 99313 (TDA - STA - Operating and STA - SGR - capital) funds to Santa Cruz METRO will be reduced by 15% as per agreement with RTC at their 12/7/17 meeting.

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

☒ SCMD – April each year

SDMTD & RTC Only

22. List the recommendations provided in your last Triennial Performance Audit and your progress toward meeting them.

- *Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.*
- *For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.*
- *Describe any problems encountered in implementing individual recommendations.*

1. **Santa Cruz METRO should prioritize the addition of on-board cameras.**

METRO has installed on-board cameras under a contract with Apollo Video, Inc. for approximately \$1 million.

2. **Santa Cruz METRO should prioritize technology investment to continuously track on-time performance.**

METRO has executed a contract with GMV Syncromatics for purchase and installation of an Automatic Vehicle Location system (AVL), which is funded in part with \$1,400,000 in the FY18 STIP. AVL system includes Real Time Passenger Mobile Applications and options such as Automated Passenger Counter (APC) systems to maximize operational efficiency and customer amenity. This system will be deployed in FY19. AVL will enable continuous collection of bus stop arrival and departure times to monitor and correct on-time performance problems.

3. **Santa Cruz METRO should strengthen its marketing program.**

METRO understands the need to “brand” its services and establish a continuous media presence to promote transit ridership. METRO has advertised a Marketing, Communications and Customer Service Director position to coordinate business development, marketing activities, branding and rebranding and act as Santa Cruz METRO’s primary media spokesperson. Currently, the Planning and Development Department is leading public outreach, some marketing and media presence with assistance from the Customer Service Department. During FY17, METRO used Yellow Bus advertising agency for outreach on the service change awareness campaign.

SCMTD Only

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

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

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

The following table shows the project Urban vs. Rural Farebox recovery ratio for FY20. The allocation of fare revenue to rural service is calculated from the ratio of FY18 rural operating cost/total cost multiplied by the budgeted FY20 fare revenue. Urban revenue is the difference of FY20 budgeted revenue less the allocation to rural revenue. Costs are allocated by the FY18 ratio of rural operating hours/total operating hours times the FY20 budgeted total cost.

Farebox Recovery Ratio: Urban vs. Rural FY20 est.		
Funds	Urbanized	Rural ¹
Fare Revenue	\$ 10,084,835	\$ 408,178
Local support Revenues ²	\$ 35,049,914	\$ 1,418,626
Operation Costs	49,641,989	2,009,232
Fare Ratio	20.3%	20.3%
Passengers/Year ³	4,917,161	88,469
Cost/Ride	\$ 10.10	\$ 22.71
Highway 17 performance factors included in all calculations		
¹ FY20 Preliminary Budget all Fares* FY18 rural fares/total fares		
² Support Revenue Allocated Rural/Urban by FY18 rural operating hours/total hours		
³ FY18 Actual Ridership less 0.84%		

The projected FY20 cost per ride in the urbanized area is \$10.10 and \$22.71 in the rural area. These differences reflect the much lower ridership per hour in the rural areas vs. the urban areas. Highway 17 Express performance measures are included in all calculations.

24. FY20 budgeted fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public):

- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 70.6%
- FY1978-79 Ratio: 56.9%

25. Did the SCMTD operating budget increase over 15% from the prior fiscal year? NO, the FY20 preliminary operating budget shows an increase of 3.48% over the final FY19 budget.

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

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

Please see METRO Performance Indicators FY14– FY18 Following

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

For FY20, TDA funds will contribute an estimated \$2.11 per fixed-route passenger trip and \$16.12 per ParaCruz passenger trip.

- *Annual service hours*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Annual service miles*- Please see Transit Fact Sheet, attached
- *# of fixed-route miles*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service mile**- Please see Transit Fact Sheet, attached
- *Average passengers per weekday*
- *Total operating costs in budget*- Please see Transit Fact Sheet, attached
- *Operating cost per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Total operating cost per passenger**- Please see Transit Fact Sheet, attached
- *Average Farebox Revenue per passenger (describe what is included)*- Please see Transit Fact Sheet, attached
- *# of FTE employees (all employees, not just drivers)* Please see Transit Fact Sheet, attached
- *Vehicle Service hours/Employee**- Please see Transit Fact Sheet, attached
- *# of routes*- Please see Transit Fact Sheet, attached
- *Average route length*-
- *Average travel times/rider*
- *# of bus stops*- Please see Transit Fact Sheet, attached
- *# of vehicles in operation*- Please see Transit Fact Sheet, attached
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time*: Please see Transit Fact Sheet, attached
- *Hours of service*: Please see Transit Fact Sheet, attached
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*- Please see Transit Fact Sheet, attached.
METRO will continue to provide transit service that balances the needs of the community in a cost efficient manner, including high ridership corridors, geographic coverage, and equitability.
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

E&D TAC April 9, 2019 - Item 19 Attachment 1

FY14-FY18 Transit Fact Sheet

Santa Cruz METRO Operating Financials					
Operating Expenses	FY14	FY15	FY16	FY17 - Restated	FY18
Local Fixed-Route Expenses	\$ 35,141,997.76	\$ 35,413,642.35	\$ 36,313,495.00	\$ 35,789,455.00	\$ 36,986,119.00
Highway 17	\$ 4,197,527.33	\$ 4,198,933.00	\$ 4,898,213.00	\$ 4,415,938.00	\$ 4,673,012.00
Paratransit	\$ 5,446,728.91	\$ 5,515,933.65	\$ 5,495,018.00	\$ 4,904,633.00	\$ 5,020,672.00
TOTAL Operating Expenses*	\$44,786,254	\$ 45,128,509.00	\$ 46,706,726.00	\$ 45,110,026.00	\$ 46,679,803.00
Operating Revenue	FY14	FY15	FY16	FY17 - Restated	FY18
Fixed-Route Fares	\$ 3,850,237.00	\$ 3,759,724.00	\$ 3,641,890.00	\$ 2,849,064.00	\$ 2,631,707.00
Fares-Contracts	\$ 3,336,122.00	\$ 3,647,730.00	\$ 3,726,200.00	\$ 4,424,951.00	\$ 5,273,571.00
Highway 17 Fares	\$ 1,500,202.00	\$ 1,547,791.00	\$ 1,816,162.00	\$ 1,644,388.00	\$ 1,564,281.00
Highway 17 Payments	\$ 497,552.00	\$ 511,729.00	\$ 411,842.00	\$ 503,961.00	\$ 523,636.00
ParaCruz Fares	\$ 327,498.00	\$ 329,050.00	\$ 327,768.00	\$ 298,506.00	\$ 287,363.00
Sales Tax	\$ 15,685,172.00	\$ 16,405,582.00	\$ 18,871,648.00	\$ 20,869,028.00	\$ 24,889,095.00
Federal Transit Administration (FTA)	\$ 5,719,483.00	\$ 5,690,364.00	\$ 5,626,562.00	\$ 6,454,874.00	\$ 6,738,883.00
Transit Development Act (TDA)	\$ 6,244,316.00	\$ 6,444,515.00	\$ 6,377,491.00	\$ 6,804,838.00	\$ 6,767,933.00
State Transit Assistance (STA)	\$ 5,565,844.00	\$ 5,075,779.00	\$ 2,636,432.00	\$ 2,041,333.00	\$ 3,196,463.00
Misc. Revenue	\$ 982,986.00	\$ 1,207,514.00	\$ 1,593,273.00	\$ 903,922.00	\$ 1,081,108.00
Transfers From/(To) Reserves	\$ 1,076,842.00	\$ 508,731.00	\$ 1,677,458.00	\$ (1,684,839.00)	\$ (6,274,237.00)
TOTAL Operating Revenue	\$44,786,254	\$ 45,128,509.00	\$ 46,706,726.00	\$ 45,110,026.00	\$ 46,679,803.00
Santa Cruz METRO Operating Statistics					
System Information	FY14	FY15	FY16	FY17	FY18
Directional Route Miles	479.3	430.59	479	398.37	398.65
Number of Bus Stops	935	936	936	931	931
Number of Routes	35	36	35	25	26
Total Active Fleet	109	108	98	98	100
Maximum Bus In-Svc	78	83	82	75	76
Total METRO Employees	329	318	329	311	319
Revenue Hour Per Employee	680	709	687	671	651
Local Fixed-Route Performance	FY14	FY15	FY16	FY17	FY18
Ridership	5,145,862	5,274,631	5,164,160	4,787,727	4,758,093
Revenue Hours	199,953	201,462	202,112	186,066	184,384
Revenue Miles	2,639,606	2,642,511	2,650,889	2,283,490	2,255,120
Passengers Per Hour	25.74	26.18	25.55	25.73	25.81
Passengers Per Mile	1.95	2.00	1.95	2.10	2.11
Passengers Per Capita	21.69	22.23	21.77	20.18	20.06
Revenue Hours Per Capita	0.84	0.85	0.85	0.78	0.78
Revenue Miles Per Capita	11.13	11.14	11.17	9.63	9.51
Total Cost Per Passenger	\$6.83	\$6.71	\$7.03	\$7.48	\$7.77
Revenue Per Passenger	\$1.40	\$1.40	\$1.43	\$1.52	\$1.66
Farebox Recovery	20.45%	20.92%	20.29%	20.32%	21.37%
Highway 17 Performance	FY14	FY15	FY16	FY17	FY18
Ridership	368,338	379,181	336,809	303,667	290,419
Revenue Hours	23,902	23,893	24,021	22,731	23,296
Revenue Miles	685,566	683,260	686,891	611,805	603,288
Passengers Per Hour	15.41	15.87	14.02	13.36	12.47
Passengers Per Mile	0.54	0.55	0.49	0.50	0.48
Passengers Per Capita	1.55	1.60	1.42	1.28	1.22
Revenue Hours Per Capita	0.10	0.10	0.10	0.10	0.10
Revenue Miles Per Capita	2.89	2.88	2.90	2.58	2.54
Total Cost Per Passenger	\$11.40	\$11.07	\$14.54	\$14.54	\$16.09
Revenue Per Passenger	\$5.42	\$5.43	\$6.62	\$7.07	\$7.19
Farebox Recovery	47.59% **	49.05% **	37.08%	37.24%	33.47%
Fixed-Route Total Performance	FY14	FY15	FY16	FY17	FY18
Ridership	5,514,200	5,653,812	5,500,969	5,091,394	5,048,512
Revenue Hours	223,855	225,355	226,135	208,797	207,680
Revenue Miles	3,325,172	3,325,771	3,337,779	2,895,295	2,858,408
Passengers Per Hour	24.63	25.09	24.33	24.38	24.31
Passengers Per Mile	1.66	1.70	1.65	1.76	1.77
Passengers Per Capita	24.80	25.43	24.61	22.74	22.50
Revenue Hours Per Capita	1.04	1.05	1.05	0.98	0.97
Revenue Miles Per Capita	14.02	14.02	14.07	12.20	12.05
Total Cost Per Passenger	\$ 7.13	\$ 7.01	\$ 7.49	\$ 7.90	\$ 8.25
Revenue Per Passenger	\$ 1.67	\$ 1.67	\$ 1.74	\$ 1.85	\$ 1.98
Farebox Recovery	23.35%	23.90%	22.29%	22.18%	22.73%
Subsidy Per Passenger	\$ 5.47	\$ 5.33	\$ 5.75	\$ 6.05	\$ 6.27
Cost Per Revenue Hour	\$ 175.74	\$ 175.78	\$ 182.24	\$ 192.56	\$ 200.59
ParaCruz Performance	FY14	FY15	FY16	FY17	FY18
Ridership	96,868	98,096	85,768	75,116	72,209
Revenue Hours	48,714	48,995	44,918	39,474	38,779
Revenue Miles	481,345	531,250	488,017	456,208	451,985
Passengers Per Hour	1.99	2.00	1.91	1.90	1.86
Passengers Per Mile	0.20	0.18	0.18	0.16	0.16
Passengers Per Capita	0.41	0.41	0.36	0.32	0.30
Revenue Hours Per Capita	0.21	0.21	0.19	0.17	0.16
Revenue Miles Per Capita	2.03	2.24	2.06	1.92	1.91
Total Cost Per Passenger	\$ 56.23	\$ 56.23	\$ 64.07	\$ 65.29	\$ 69.53
Revenue Per Passenger	\$ 3.38	\$ 3.35	\$ 3.82	\$ 3.97	\$ 3.98
Farebox Recovery	6.01%	5.97%	5.96%	6.09%	5.72%
Subsidy Per Passenger	\$ 52.85	\$ 52.88	\$ 60.25	\$ 61.32	\$ 65.55
Cost Per Revenue Hour	\$ 111.81	\$ 112.58	\$ 122.33	\$ 124.25	\$ 129.47

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

** Highway 17 Farebox Recovery including Highway 17 Payments

Documentation to Include with your Claim:

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims

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

Local Agency Certification:

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

Signature _____

Title: CEO/General Manager

Date: March 29, 2019



FY 20 TDA/STA Claim

Santa Cruz Metropolitan Transit District

FY 20 & FY21 Preliminary Capital Budget

DRAFT

E&D TAC April 9, 2019 - Item 19 Attachment 1

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 PRELIMINARY OPERATING BUDGET
REVENUE SOURCES**

REVENUE SOURCE		Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1	Passenger Fares	2,563,172	2,579,087	0.6%	15,915	2,527,506	-2.0%
2	Special Transit Fares	5,381,772	5,598,914	4.0%	217,142	5,714,004	2.1%
3	Paratransit Fares	291,566	291,566	0.0%	-	291,566	0.0%
4	Highway 17 Fares	1,475,275	1,487,489	0.8%	12,214	1,457,739	-2.0%
5	Highway 17 Payments	531,329	535,957	0.9%	4,628	540,724	0.9%
6	Commissions	2,500	2,500	0.0%	-	2,500	0.0%
7	Advertising Income	250,000	275,000	10.0%	25,000	250,000	-9.1%
8	Rent Income	147,405	150,000	1.8%	2,595	153,000	2.0%
9	Interest Income	90,000	100,000	11.1%	10,000	100,000	0.0%
10	Other Non-Transp Revenue	20,000	30,000	50.0%	10,000	30,000	0.0%
11	1979 Gross Sales Tax (1/2 cent)	21,747,344	22,617,238	4.0%	869,894	23,521,927	4.0%
12	2016 Net Sales Tax (Measure D)	3,229,124	3,358,289	4.0%	129,165	3,492,621	4.0%
13	Transp Dev Act (TDA - LTF) Funds	7,074,858	7,506,855	6.1%	431,997	7,732,061	3.0%
14*	FTA Sec 5307 - Op Assistance	4,412,091	4,508,716	2.2%	96,625	4,734,152	5.0%
15	FTA Sec 5311 - Rural Op Asst	174,321	178,139	2.2%	3,818	187,046	5.0%
16	AMBAG/Misc. Grant Funding	24,000	205,000	754.2%	181,000	5,000	-97.6%
17	STIC	2,424,031	2,752,352	13.5%	328,321	2,889,970	5.0%
18	TDA - STA - Operating (Includes SB1)	3,540,904	4,047,008	14.3%	506,104	4,084,117	0.9%
19	Fuel Tax Credit	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
20	Medicare Subsidy	550	550	0.0%	-	550	0.0%
					-		
TOTAL REVENUE		53,731,242	56,537,786	5.2%	2,806,543	58,007,609	2.6%
TRANSFERS		(3,735,883)	(4,886,575)	30.8%	(1,150,692)	(5,310,342)	8.7%
TOTAL OPERATING REVENUE		49,995,359	51,651,211	3.3%	1,655,852	52,697,267	2.0%

E&D TAC April 9, 2019 - Item 19 Attachment 1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	8,934,707	9,055,786	1.4%	121,079	9,160,017	1.2%
501013 Bus Operator OT	1,238,781	1,249,806	0.9%	11,025	1,265,717	1.3%
501021 Other Salaries	8,240,187	8,451,310	2.6%	211,123	8,608,930	1.9%
501023 Other OT	466,213	615,054	31.9%	148,841	628,506	2.2%
Totals	18,879,888	19,371,956	2.6%	492,068	19,663,170	1.5%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	331,001	338,575	2.3%	7,574	343,705	1.5%
502021 Retirement	5,639,195	6,458,339	14.5%	819,144	6,986,630	8.2%
502031 Medical Ins	9,419,857	10,338,464	9.8%	918,607	10,793,923	4.4%
502041 Dental Ins	500,840	474,241	-5.3%	(26,599)	478,169	0.8%
502045 Vision Ins	125,302	124,417	-0.7%	(886)	127,739	2.7%
502051 Life Ins/AD&D	50,015	51,852	3.7%	1,837	53,187	2.6%
502060 State Disability Ins (SDI)	228,733	234,757	2.6%	6,024	245,658	4.6%
502061 Long Term Disability Ins	143,675	152,193	5.9%	8,518	148,977	-2.1%
502071 State Unemployment Ins (SUI)	58,581	55,682	-4.9%	(2,899)	59,255	6.4%
502081 Worker's Comp Ins	901,766	928,818	3.0%	27,052	956,683	3.0%
502101 Holiday Pay	645,068	656,692	1.8%	11,624	666,673	1.5%
502103 Floating Holiday	110,689	113,993	3.0%	3,304	115,916	1.7%
502109 Sick Leave	989,326	1,007,049	1.8%	17,723	1,022,277	1.5%
502111 Annual Leave	1,970,491	1,965,406	-0.3%	(5,084)	1,998,485	1.7%
502121 Other Paid Absence	151,188	153,912	1.8%	2,724	156,252	1.5%
502251 Phys. Exams	12,283	11,183	-9.0%	(1,100)	7,883	-29.5%
502253 Driver Lic Renewal	3,211	2,911	-9.3%	(300)	2,811	-3.4%
502999 Other Fringe Benefits	59,004	60,610	2.7%	1,606	60,791	0.3%
Totals	21,340,225	23,129,094	8.4%	1,788,869	24,225,012	4.7%

E&D TAC April 9, 2019 - Item 19 Attachment 1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	105,250	105,250	0.0%	-	106,750	1.4%
503012 Admin/Bank Fees	380,000	417,244	9.8%	37,244	430,243	3.1%
503031 Prof/Technical Fees	970,968	884,004	-9.0%	(86,964)	479,667	-45.7%
503032 Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%
503033 Legal Services	400,000	400,000	0.0%	-	400,000	0.0%
503034 Pre-Employment Exams	5,525	7,450	34.8%	1,925	7,450	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	8,300	9,500	14.5%	1,200	9,500	0.0%
503162 Uniforms/Laundry	25,910	26,600	2.7%	690	26,600	0.0%
503171 Security Services	525,700	539,002	2.5%	13,302	539,002	0.0%
503221 Classified/Legal Ads	14,700	21,900	49.0%	7,200	21,900	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	50,000	53,000	6.0%	3,000	53,000	0.0%
503352 Repair - Equipment	670,800	697,500	4.0%	26,700	690,410	-1.0%
503353 Repair - Rev Vehicle	401,500	501,000	24.8%	99,500	501,000	0.0%
503354 Repair - Non Rev Vehicle	33,000	25,000	-24.2%	(8,000)	25,000	0.0%
503363 Haz Mat Disposal	48,400	50,000	3.3%	1,600	50,000	0.0%
Totals	3,741,053	3,838,450	2.6%	97,397	3,441,522	-10.3%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	60,000	71,000	18.3%	11,000	71,000	0.0%
504012 Fuels & Lubricants - Rev Veh	1,873,500	1,500,000	-19.9%	(373,500)	1,500,000	0.0%
504021 Tires & Tubes	200,000	188,500	-5.8%	(11,500)	188,500	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	1,200,500	900,500	-25.0%	(300,000)	900,720	0.0%
Totals	3,334,000	2,660,000	-20.2%	(674,000)	2,660,220	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET

Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	7,500	8,000	6.7%	500	8,000	0.0%
504211 Postage & Mailing	10,600	10,360	-2.3%	(240)	10,360	0.0%
504214 Promotional Items	21,550	20,900	-3.0%	(650)	21,550	3.1%
504215 Printing	53,450	52,475	-1.8%	(975)	52,350	-0.2%
504217 Photo Supp/Process	3,400	2,000	-41.2%	(1,400)	2,000	0.0%
504311 Office Supplies	70,800	72,300	2.1%	1,500	72,300	0.0%
504315 Safety Supplies	16,120	26,620	65.1%	10,500	26,120	-1.9%
504317 Cleaning Supplies	44,600	52,100	16.8%	7,500	52,100	0.0%
504409 Repair/Maint Supplies	110,500	120,000	8.6%	9,500	120,000	0.0%
504417 Tenant Repairs	14,000	14,000	0.0%	-	14,000	0.0%
504421 Non-Inventory Parts	85,000	50,000	-41.2%	(35,000)	50,000	0.0%
504511 Small Tools	11,000	13,900	26.4%	2,900	12,500	-10.1%
504515 Employee Tool Replacement	3,000	3,000	0.0%	-	3,000	0.0%
Totals	451,520	445,655	-1.3%	(5,865)	444,280	-0.3%
UTILITIES						
505011 Gas & Electric	319,000	319,000	0.0%	-	319,000	0.0%
505021 Water & Garbage	158,400	186,400	17.7%	28,000	186,400	0.0%
505031 Telecommunications	153,500	138,000	-10.1%	(15,500)	138,000	0.0%
Totals	630,900	643,400	2.0%	12,500	643,400	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	60,808	64,329	5.8%	3,521	66,487	3.4%
506015 Insurance - PL/PD	508,887	559,776	10.0%	50,889	615,753	10.0%
506021 Insurance - Other	30,080	30,179	0.3%	99	31,084	3.0%
506123 Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	749,775	804,284	7.3%	54,509	863,324	7.3%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY20 & FY21 PRELIMINARY OPERATING BUDGET Consolidated Expenses

ACCOUNT	Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
TAXES						
507051 Fuel Tax	15,000	15,000	0.0%	-	15,000	0.0%
507201 Licenses & Permits	17,600	22,000	25.0%	4,400	22,000	0.0%
507999 Other Taxes	14,400	15,000	4.2%	600	15,000	0.0%
Totals	47,000	52,000	10.6%	5,000	52,000	0.0%
MISC EXPENSE						
509011 Dues/Subscriptions	89,200	89,942	0.8%	742	90,798	1.0%
509081 Advertising - District Promo	5,000	5,000	0.0%	-	5,000	0.0%
509101 Employee Incentive Program	13,900	19,200	38.1%	5,300	19,200	0.0%
509121 Employee Training	180,050	188,550	4.7%	8,500	188,240	-0.2%
509122 BOD Travel	11,000	15,000	36.4%	4,000	15,000	0.0%
509123 Travel	78,900	88,500	12.2%	9,600	88,500	0.0%
509125 Local Meeting Expense	7,650	11,150	45.8%	3,500	11,150	0.0%
509127 Board Director Fees	12,600	12,600	0.0%	-	12,600	0.0%
509150 Contributions	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	0.0%	-	-	0.0%
Totals	398,300	429,942	7.9%	31,642	430,488	0.1%
INTEREST EXPENSE						
511102 Interest Expense	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
Totals	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
LEASES & RENTALS						
512011 Facility Lease	225,800	232,533	3.0%	6,733	237,705	2.2%
512061 Equipment Rental	13,800	11,800	-14.5%	(2,000)	11,800	0.0%
Totals	239,600	244,333	2.0%	4,733	249,505	2.1%
PERSONNEL TOTAL	40,220,113	42,501,050	5.7%	2,280,937	43,888,182	3.3%
NON-PERSONNEL TOTAL	9,631,765	9,150,161	-5.0%	(481,604)	8,809,085	-3.7%
TOTAL OPERATING EXPENSES	49,851,878	51,651,211	3.6%	1,799,333	52,697,267	2.0%

3/5/2019

Consolidated



FY 20 TDA/STA Claim

Santa Cruz Metropolitan Transit District

FY 20 & FY21 Preliminary Capital Budget

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E&D TAC April 9, 2019 - Item 19 Attachment 1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

FY20 PRELIMINARY CAPITAL BUDGET**AS OF MARCH 22, 2019**

		RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND				
								\$3M PER YEAR (MEASURE D + SB1 STA&SGR)				
									RESTRICTED	RESTRICTED		
PROJECT/ACTIVITY		FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/BUS & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL
Construction Related Projects												
1	Pacific Station/Metro Center-Station Rehabilitation		\$ 1,551,333									\$ 1,551,333
	Pacific Station/Metro Center-Roof & Window Replacement		\$ 350,000									\$ 350,000
	Pacific Station/Metro Center-Conceptual Design / MOU	\$ 136,388						\$ 34,097				\$ 170,485
2	Transit Security Projects:											
	Security Cameras Install-JKS Ops Bldg.			\$ 167,716							\$ 31,970	\$ 199,686
	Emergency Generators - Equip.			\$ 184,800								\$ 184,800
	Emergency Generators - Consultant			\$ 14,770								\$ 14,770
	Subtotal	\$ 136,388	\$ 1,901,333	\$ 367,286	\$ -	\$ -	\$ -	\$ 34,097	\$ -	\$ -	\$ 31,970	\$ 2,471,074
IT Projects												
3	Financial System (includes \$50K Consulting)										\$ 800,000	\$ 800,000
4	Large Monitor Presentation System										\$ 4,200	\$ 4,200
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 804,200	\$ 804,200
Facilities Upgrades & Improvements												
5	Fuel Management System (FTA 5339a FY17)	\$ 180,000										\$ 180,000
6	Bus Stop Improvements (FTA 5339a FY18)	\$ 124,725										\$ 124,725
7	Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 100,000										\$ 100,000
8	138 Golf Club Fire Egress (FTA 5339a FY17)	\$ 97,523										\$ 97,523
9	Paint Exterior-Maint. Facility (FTA 5339a FY18)	\$ 60,000										\$ 60,000
10	Facilities Improvements (FTA 5339a FY18)	\$ 86,275						\$ -				\$ 86,275
11	Awning @ Fueling Station A&E only (FTA 5339a FY18)	\$ 25,000										\$ 25,000
12	Admin Bldg. Engineering & Renovations										\$ 20,000	\$ 20,000
13	Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	\$ 16,000										\$ 16,000
14	Concrete Surface Repair - Bus Yard (FTA 5339a FY18)	\$ 10,000										\$ 10,000
15	Relocate Mechanics Sink-Golf Club (FTA 5339a FY14)	\$ 7,638						\$ 1,910				\$ 9,548
16	Fencing Behind Diesel Tank (FTA 5339a FY18)	\$ 7,000										\$ 7,000
17	Upgrade Exhaust Evac.-Golf Club (FTA 5339a FY14)	\$ 6,400						\$ 1,600				\$ 8,000
	Subtotal	\$ 720,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,510	\$ -	\$ -	\$ 20,000	\$ 744,071
Revenue Vehicle Purchases, Replacements & Campaigns												
18	Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	\$ 3,732,074	\$ 561,332							\$ 626,136		\$ 4,919,542
19	4 40' CNG Replacements (FTA 5339b FY17)	\$ 1,206,518							\$ 671,079	\$ 757,951		\$ 2,635,548
20	FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)				\$ 870,000		\$ 786,000			\$ 533,891		\$ 2,189,891
21	FY18 STIP - AVL/ITS (STIP, Measure D)				\$ 1,400,000					\$ 181,385		\$ 1,581,385
22	Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP)		\$ 357,216			\$ 709,292				\$ 28,437		\$ 1,094,945
23	FY18 STIP - Refurb 4 Buses @ ~ \$254K (STIP, Measure D)				\$ 900,000					\$ 116,605		\$ 1,016,605
24	VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics									\$ 1,000,000		\$ 1,000,000
25	Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP)					\$ 863,102				\$ 231,843		\$ 1,094,945
26	CNG Bus (1) - (STBG FY17 via SCCRTC)	\$ 500,000	\$ 70,000							\$ 88,887		\$ 658,887
27	CNG Bus (1) - (Caltrans FY13-FY17 5339 Statewide Discretionary)	\$ 456,957								\$ 201,932		\$ 658,889
28	Year 3 of 6 - Capitalized Lease - Principal Only - (3 New Flyer Buses) - (Measure D) Interest in Operating Budget \$32K									\$ 251,431		\$ 251,431
29	Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	\$ 132,191								\$ 33,048		\$ 165,239
30	Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	\$ 160,000										\$ 160,000
31	Bus Repaint Campaign (36) (FTA 5339a FY14)	\$ 82,247								\$ 20,562		\$ 102,809
32	Capitalized Lease - 3 New Flyer Buses-External Announcement System Programming Patch (Clever Devices) (Measure D)									\$ 28,500		\$ 28,500
33	Bus Repaints (3) was-Repair Roof at Pacific Station (FTA 5339a FY13)	\$ 11,042								\$ 2,760		\$ 13,802
	Subtotal	\$ 6,281,029	\$ 988,548	\$ -	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ -	\$ 671,079	\$ 4,103,368	\$ -	\$ 17,572,418
Non-Revenue Vehicle Purchases & Replacements												
34	Replace Custodial Support Vehicles (2) (FTA5339a FY18)	\$ 30,000										\$ 30,000
	Subtotal	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000

AS OF MARCH 22, 2019

03-22-19 FY20 PRELIMINARY Capital Budget

AGENDA: April 9, 2019

TO: Elderly and Disabled Transportation Advisory Committees

FROM: Grace Blakeslee, Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review the Five-Year Plan for the Measure D: Transit Seniors and People Living with Disabilities investment category direct allocation to Community Bridges Lift-Line paratransit service.

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and preservation and analysis of the rail corridor (8%).

Each agency receiving Measure D revenue is required to annually develop, update, and hold a public hearing to adopt a five-year program of projects, identifying how they will deliver Measure D projects in the upcoming five years. After the close of each fiscal year, agencies must submit an annual report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds).

DISCUSSION

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

transportation options for seniors, individuals with disabilities, and persons with low incomes.

The Measure D five-year funding projection (FY19-FY29) for direct allocation to Community Bridges-Lift Line is estimated to be \$4,277,220 for the five-year period with an average annual distribution of \$855,444 (Attachment 1). The draft five-year plan covering the period FY19-20 through FY24-25 for the direct allocation of Measure D to Community Bridges-Lift Line paratransit services is attached (Attachments 2-3). The draft five-year plan distributes the direct allocation as follows:

- 32% for two driver positions to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers. Drivers operate the vehicles, keep simple records, and maintain the van in a clean, safe, and orderly condition and perform other related work as required;
- 9% for a new van driver trainer who will supervise van drivers and provide all phases of training for drivers, including preparing van driver trainees for promotion to van driver and ongoing retraining;
- 8% for an administrative assistant and dispatcher to provide administrative support including clerical support, receiving and screening telephone calls, maintaining records, preparing statistics reports, correspondence and coordination of tasks and scheduling when needed to provide support to the van drivers;
- 1% for outreach and publicity to provide materials and videos to promote paratransit ride availability;
- 46% for operations and facility reserve to purchase property and construct an operations facility that will house the entire Lift Line operations in one location or for increases in facility leases, including relocation if needed (Attachment 3); and,
- 4% for vehicle and equipment reserve to purchase two new fleet vehicles, and replace aging and worn shop improvement or upgrades to the maintenance and operations facility (Attachment 3).

Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency. Review and approval of Community Bridges Lift Line Measure D five-year plan will be overseen by the Regional Transportation Commission (RTC) and included in the RTC's public review process.

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee review and provide input on this plan.

The RTC board is scheduled to review Community Bridges-Lift Line Measure D five-year plan at the May 2, 2019 RTC meeting and then considered approval following a public hearing at its June 6, 2019 meeting. This plan will be adjusted annually based on updated project schedule and cost information, as well as information on any grants and other funds agencies are able to secure for the projects. Since annual revenues are sometimes insufficient for larger projects, agencies sometimes need to carry over or "bank" revenues to future years.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects, identifying how agencies plan to spend Measure D funds. Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on the Five-Year Plan for the Measure D: Transit Seniors and People Living with Disabilities investment category direct allocation to Community Bridges Lift-Line paratransit service.

Attachments:

1. Measure D Transactions & Use Tax 30-year Revenue Projections for 2019
2. Community Bridges Lift Line Paratransit Service 5-year program of projects
3. Community Bridges Lift Line Major Project: Lift Line Operations Facility and Lift Line Vehicle and Equipment Acquisition 5-year plans

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E&D TAC April 9, 2019 - Item 20 Attachment 1

Measure D Transactions & Use Tax - Possible 30-year Revenue Projections for 2019

Fiscal Year	Annual Estimate	Implemt, Mgmt & Admin	Net for Allocation	Neighborhood Projects 30%	Distribution of Neighborhood Projects Bucket						Highway 25%	SC METRO 16%	Comm Bridges 4%	Trail 17%	Rail 8%
					Highways 9 & 17 \$15Mtotal	Capitola	Santa Cruz	Scotts Valley	Watsonville	County Unincorp					
2016-17	1,152,905	346,687	806,219	241,866	41,667	11,254	45,453	9,808	30,413	103,271	201,555	128,995	32,249	137,057	64,497
2017-18	20,736,450	550,282	20,186,168	6,055,851	500,000	312,311	1,261,406	272,192	844,000	2,865,941	5,046,542	3,229,787	807,447	3,431,649	1,614,893
2018-19	20,100,705	684,024	19,416,681	5,825,004	500,000	299,260	1,210,523	260,824	808,873	2,745,524	4,854,170	3,106,669	776,667	3,300,836	1,553,334
2019-20	21,613,974	776,732	20,837,242	6,251,173	500,000	318,760	1,308,997	267,599	879,820	2,975,997	5,209,311	3,333,959	833,490	3,542,331	1,666,979
2020-21	21,894,956	786,830	21,108,126	6,332,438	500,000	326,300	1,325,858	280,934	888,074	3,011,272	5,277,032	3,377,300	844,325	3,588,381	1,688,650
2021-22	22,179,590	797,058	21,382,532	6,414,760	500,000	330,905	1,344,571	284,899	900,609	3,053,775	5,345,633	3,421,205	855,301	3,635,030	1,710,603
2022-23	22,467,925	807,420	21,660,505	6,498,151	500,000	335,571	1,363,528	288,916	913,307	3,096,830	5,415,126	3,465,681	866,420	3,682,286	1,732,840
2023-24	22,760,008	817,917	21,942,091	6,582,627	500,000	340,297	1,382,732	292,985	926,169	3,140,445	5,485,523	3,510,735	877,684	3,730,156	1,755,367
2024-25	23,055,888	828,549	22,227,338	6,668,202	500,000	345,084	1,402,185	297,107	939,199	3,184,626	5,556,835	3,556,374	889,094	3,778,648	1,778,187
2025-26	23,355,614	839,321	22,516,294	6,754,888	500,000	349,934	1,421,891	301,282	952,398	3,229,382	5,629,073	3,602,607	900,652	3,827,770	1,801,304
2026-27	23,659,237	850,232	22,809,006	6,842,702	500,000	354,847	1,441,853	305,512	965,769	3,274,720	5,702,251	3,649,441	912,360	3,877,531	1,824,720
2027-28	23,966,807	861,285	23,105,523	6,931,657	500,000	359,824	1,462,075	309,797	979,314	3,320,648	5,776,381	3,696,884	924,221	3,927,939	1,848,442
2028-29	24,278,376	872,481	23,405,895	7,021,768	500,000	364,865	1,482,559	314,137	993,035	3,367,172	5,851,474	3,744,943	936,236	3,979,002	1,872,472
2029-30	24,593,995	883,824	23,710,171	7,113,051	500,000	369,972	1,503,310	318,534	1,006,934	3,414,301	5,927,543	3,793,627	948,407	4,030,729	1,896,814
2030-31	24,913,717	895,313	24,018,403	7,205,521	500,000	375,145	1,524,331	322,988	1,021,014	3,462,043	6,004,601	3,842,945	960,736	4,083,129	1,921,472
2031-32	25,237,595	906,952	24,330,643	7,299,193	500,000	380,386	1,545,625	327,500	1,035,277	3,510,405	6,082,661	3,892,903	973,226	4,136,209	1,946,451
2032-33	25,565,684	918,743	24,646,941	7,394,082	500,000	385,694	1,567,196	332,071	1,049,725	3,559,397	6,161,735	3,943,511	985,878	4,189,980	1,971,755
2033-34	25,898,038	930,687	24,967,351	7,490,205	500,000	391,072	1,589,047	336,701	1,064,361	3,609,025	6,241,838	3,994,776	998,694	4,244,450	1,997,388
2034-35	26,234,712	942,785	25,291,927	7,587,578	500,000	396,520	1,611,182	341,391	1,079,188	3,659,298	6,322,982	4,046,708	1,011,677	4,299,628	2,023,354
2035-36	26,575,764	955,042	25,620,722	7,686,217	500,000	402,038	1,633,605	346,142	1,094,207	3,710,225	6,405,180	4,099,315	1,024,829	4,355,523	2,049,658
2036-37	26,921,248	967,457	25,953,791	7,786,137	500,000	407,628	1,656,319	350,955	1,109,421	3,761,814	6,488,448	4,152,607	1,038,152	4,412,145	2,076,303
2037-38	27,271,225	980,034	26,291,191	7,887,357	500,000	413,291	1,679,329	355,830	1,124,834	3,814,073	6,572,798	4,206,590	1,051,648	4,469,502	2,103,295
2038-39	27,625,751	992,775	26,632,976	7,989,893	500,000	419,027	1,702,638	360,769	1,140,446	3,867,012	6,658,244	4,261,276	1,065,319	4,527,606	2,130,638
2039-40	27,984,885	1,005,681	26,979,205	8,093,761	500,000	424,838	1,726,250	365,772	1,156,262	3,920,639	6,744,801	4,316,673	1,079,168	4,586,465	2,158,336
2040-41	28,348,689	1,018,755	27,329,934	8,198,980	500,000	430,725	1,750,169	370,840	1,172,283	3,974,963	6,832,484	4,372,789	1,093,197	4,646,089	2,186,395
2041-42	28,717,222	1,031,998	27,685,223	8,305,567	500,000	436,688	1,774,399	375,974	1,188,512	4,029,994	6,921,306	4,429,636	1,107,409	4,706,488	2,214,818
2042-43	29,090,546	1,045,414	28,045,131	8,413,539	500,000	442,729	1,798,943	381,175	1,204,952	4,085,740	7,011,283	4,487,221	1,121,805	4,767,672	2,243,611
2043-44	29,468,723	1,059,005	28,409,718	8,522,915	500,000	448,848	1,823,807	386,444	1,221,607	4,142,210	7,102,430	4,545,555	1,136,389	4,829,652	2,272,777
2044-45	29,851,816	1,072,772	28,779,044	8,633,713	500,000	455,046	1,848,994	391,780	1,238,477	4,199,415	7,194,761	4,604,647	1,151,162	4,892,438	2,302,324
2045-46	30,239,890	1,086,718	29,153,172	8,745,952	500,000	461,326	1,874,509	397,187	1,255,567	4,257,363	7,288,293	4,664,508	1,166,127	4,956,039	2,332,254
2046-47	28,080,258	1,100,845	26,979,413	8,093,824	458,333	427,173	1,735,736	367,782	1,162,615	3,942,184	6,744,853	4,316,706	1,079,177	4,586,500	2,158,353
Total	763,842,192	27,613,617	736,228,576	220,868,573	15,000,000	11,517,358	46,799,022	9,915,826	31,346,664	106,289,703	184,057,144	117,796,572	29,449,143	125,158,858	58,898,286

Notes

1. Initial estimate is based on Auditor Controller's estimate of TDA revenues after applying a historical comparison of TDA revenues to SC METRO's transactions and use tax. Beginning in FY 2019-20, the estimate is based on the forecast provided by HDL Services, RTC Measure D analysis, auditing and forecasting consultant.
2. A long-term growth of 1.3% is estimated based on the average historical growth of TDA revenues over a 17-year period, which have varied from -8.61% to 7.02%.
3. Implementation, management and administration costs are escalated by the assumed growth of the revenue of 1.3%.
4. The return to source variable is based on the existing transactions and use taxes for each of the cities as compared to the overall Measure D revenues generated to derive an estimate for the unincorporated area.
5. Actual funds received and distributed and actual costs are shown in bolded italic text.
6. FY 2046-47 reduced to 11 revenue payments from the state since one payment was received in FY 2016-17.

E&D TAC April 9, 2019 - Item 20 Attachment 1

Measure D: 5-Year Plan (FY19/20-FY24/25)

Agency:

Community Bridges - Lift Line

19/20 - 24/25

Project name	Description	Cost estimate 19/20	Cost estimate 20/21	Cost estimate 21/22	Cost estimate 23/24	Cost estimate 24/25	Cost estimate 5 year total	Total Measure D funds used since inception***	Other funds	Schedule (year)	Major project? * (yes/no)
Driver 1 (see note below**)	Additional driver to provide expanded hours of paratransit service	\$ 119,025	\$ 123,191	\$ 127,503	\$ 131,965	\$ 136,584	\$ 638,268	\$ 878,541		2019-2020	No
Driver 2 (see note below**)	Additional driver to provide expanded hours of paratransit service	\$ 119,025	\$ 123,191	\$ 127,503	\$ 131,965	\$ 136,584	\$ 638,268	\$ 878,541		2019-2020	No
Driver 3 (see note below**)	Part-time Additional driver to provide expanded hours of paratransit service				\$ 47,132	\$ 53,931	\$ 101,063	\$ 101,063		2019-2020	No
Driver Trainer	To support safety and service training for paratransit drivers	\$ 69,504	\$ 73,080	\$ 77,011	\$ 79,706	\$ 82,496	\$ 381,798	\$ 482,507		2019-2020	No
Executive Assistant/Dispatcher	To support additional paratransit rides	\$ 60,373	\$ 63,661	\$ 67,274	\$ 69,628	\$ 72,065	\$ 333,001	\$ 433,380		2019-2020	No
Outreach/Publicity	Materials and videos to promote paratransit ride availability	\$ 5,848	\$ 5,848	\$ 5,848	\$ 6,023	\$ 6,023	\$ 29,591	\$ 38,844		2019-2020	No
Consultants / Project Managers	Facility project management-architects, environ review, design	\$ 41,725	\$ 45,354	\$ 45,163			\$ 132,242	\$ 132,242		2019-2020	No
Operations Facility	Reserve for projected Acquisition, construction and/or renovation expenses	\$ 382,990	\$ 375,000	\$ 370,000	\$ 365,000	\$ 355,000	\$ 5,799,450	\$ 2,619,335	Bank/additional financing for 55% remaining purchase/renov	2019	Yes
Vehicle Equipment Reserve	Vehicle replacement, matching funds, project procurement and implementation	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 175,000	\$ 235,000		2019	No
		\$ 833,490	\$ 844,325	\$ 855,301	\$ 866,420	\$ 877,684	\$ 8,228,680	\$ 5,799,452			

**Operating costs include driver support (Mechanic, IT Support, Fleet manager, Program Supervisor) salaries and fringes, vehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as

E&D TAC April 9, 2019 - Item 20 Attachment 3

Measure D: 5-Year Plan (FY19/20-FY24/25)

Project name:	Community Bridges - Lift Line Vehicle and Equipment Acquisition
Location:	N/A
Description:	Lift Line Paratransit Vehicles & Equipment
Purpose/Need/Benefits:	<p>Fund reserves that can be used vehicle procurement projects, including fleet vehicles that cannot be funded through 5310, replace ageing and or worn shop equipment, improvements and or upgrades to maintenance/operations facility. Provide project matchign funds to leverage state funding.</p> <p>1) CARB Project. Procurement of 2 Electric Busses and the installation of 2 lever II charging stations. Measure D to provide matching funding to a CARB grant.</p> <p>2) LCTOP Electric vehicle and 2 level III charging stations, CTSA to experiment going green, alternative fuels, environmentally friendly vehicle program.</p> <p>3) Vehicle Reserve Fund for additional grant funded matching funds.</p> <p>4) Replace old and worn shop equipment such as vehicle hoist, rolling bridge jacks, tire mounting equipment. (Shop equipment is no longer funded through 5310).</p> <p>5) <i>Maintenance of current leased facility, with improvements such as install better lighting, new hot water heater, fix leaking roof, and make upgrades to building, bathrooms and offices.</i></p>

	CARB Project	LCTOP	Vehicle Reserve		Total
Schedule (estimated)	2019-2020	2019-2020			
Total Cost by Phase	\$ 360,592	\$ 448,721			\$ 809,313
Measure D Funds	\$ 62,000	\$ 41,166	\$ 71,834		\$ 175,000
Matching Funds					
	2 16 pass E-buss, 2 lvl II chargers	10 pass E-bus, 2 lvl III chargers	future projects and matching funds		

Other Info (e.g. map, photos, etc)

E&D TAC April 9, 2019 - Item 20 Attachment 3

Measure D: 5-Year Plan (FY19/20-FY24/25)

Project name:

Location:

Description:

Purpose/Need/Benefits:

Community Bridges - Lift Line Operations Facility
To be determined
Lift Line Administrative offices, maintenance facility, fleet parking
<p>Purchase of property and construction/renovation of a operations facility that will house the entire CTSA Lift Line operations in one location. We had originally planned on purchasing land after year 5 and building out a new facility. Our current ammended plan includes the purchase of a very suitable \$3M property that we are currently under contract to purchase, with an estimated additional \$2.8M of renovations and other expenses. We will utilize current Measure D facility reserve funds for the down payment, along with owner and bank financing. Measure D funds will be utilized in the renovation costs and other associated expenses.</p> <p>New Facility to include the following but not limited to;</p> <ol style="list-style-type: none"> 1) Operational offices 2) Dispatch & Intake station 3) Driver holding area (extra board) and lockers. 4) Breakroom 5) Maintenance shop 6) Proper Vehicle Hoists (Large Bus & Mini Vans) 7) Electric Charging / Fuel Station (time and money) 8) Wash Station 9) Shop Ventilation System 10) Hazardous Waste storage 11) Solar Bus Ports

Schedule

Total Cost by Phase

Measure D Funds

Fund - Capital Campaign/ Donations

Fund - Commercial Loan/Owner Financing

Envir. Review	Design	Acquisition	Renovation	Contingency/ Fees	Total
2019-2021	2019-2021	2019-2020	2019-2024	2019-2024	
\$ 124,297	\$ 202,903	\$ 3,000,000	\$ 2,200,000	\$ 272,250	\$ 5,799,450
\$ 124,297	\$ 202,903	\$ 750,000	\$ 1,550,000		\$ 2,627,200
				\$ 272,240	\$ 272,240
		\$ 2,250,000			\$ 2,250,000

Other Info:

Personnel/Consultants:

Personnel	76,810
Legal	7,500
Bidding Expense	6,500

Pre-Development:

Architecture Design	202,903
Survey / Engineering	43,200
Permits, Inspections and Fees	16,524

Acquisition:

Purchase of Property	3,000,000
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Construction/Renovation:

Construction / Renovation	2,200,000
Permits, Inspections and Fees	64,573
Equipment / Furnishings	75,000
Contingency / Utility Fees	106,440

Total Preliminary Cost **5,799,450**

AGENDA: April 2019

TO: RTC Advisory Committees

FROM: RTC Staff

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

RECOMMENDATIONS

Staff recommends that the RTC's Advisory Committees:

1. Review and provide input on the preliminary draft "5-year Program of Projects" for the Measure D regional investment categories: Active Transportation, Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing ([Attachment 1](#)).
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects - neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

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

DISCUSSION

The RTC is in the process of updating the five-year plans for each of the Measure D regional transportation categories -- Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail), Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor and Highway 17 Wildlife Crossing.

This year, the draft plans include updates to the previously approved projects or programmed amounts (including anticipated expenditures through FY18/19), FY23/24 revenues and planned expenditures, as well as some new projects. In general, the first year of the 5-year program of projects (FY19/20) is incorporated into the RTC's annual budget. Programming in years 2 to 5 is preliminary and are adjusted annually based on updated expenditure, project schedule, and cost information, as well as updated revenue projections and the carryover of unspent revenues from prior years. Since annual revenues are sometimes insufficient for larger projects, Measure D recipients may carryover, reserve, or "bank" revenues to future years. For several regional projects, staff proposes to reserve funds to serve as match for competitive grant programs or to be used if grants are not secured. In other instances, proposed allocations exceed available revenues in some years and short-term loans between Measure D categories or financing may be necessary (see below).

Staff recommends that RTC advisory committees review and provide input on the preliminary draft 5-year programs of projects for regional categories (Attachment 1). Fact Sheets on major projects are included as Attachment 2.

Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)

The draft 5-year plan for the MBSST program proposes the following major updates:

- Adds \$1 million for the Phase 2 of Segment 7 of the rail trail from California Ave/Bay Street to the wharf roundabout in Santa Cruz
- Adds \$2.8 million for Segment 18 of the rail trail in Watsonville
- Adds \$3.8 million for the County of Santa Cruz to initiate environmental review and preliminary engineering for sections of the rail trail between 17th Ave and Aptos Creek Road (Segment 10: 17th-47th/Jade St. Park, Segment 11: Monterey Ave. to State Park Dr., and Segment 12: State Park Dr. to Aptos Creek Rd.)

Highway Corridors and Highway 9

The draft 5-year plans for highway categories includes the following updates:

- Seek competitive grants to accelerate delivery and cover greater share of Highway 1 auxiliary lanes and bicycle/pedestrian overcrossings project costs.
- Increase funds for traveler information/transportation demand management programs in FY19/20 and FY20/21, may issue "call for projects" for programs that reduce vehicle miles traveled.
- Increase funds for the Safe on 17 program aimed at reducing collisions on Highway 17.
- Highway 9: Increase funds for transportation projects providing access to SLV High School, Elementary School, and Middle School campus

Rail

The draft 5-year plans for the Rail category includes one new project:

- Adds funds for an alternatives analysis of possible high-capacity transit uses on the rail corridor, identified by the RTC as a next step from the Unified Corridor Investment Study.

Next Steps

The RTC's advisory committees are providing input on the preliminary draft plans at their April and May 2019 meetings. After considering advisory committee recommendations and input received from the RTC board, staff will update the 5-year program of projects for each regional investment category and present final recommendations to the RTC board for approval following a public hearing at the RTC's June 2019 meeting.

After the close of each fiscal year, agencies must submit a report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of FY17/18 expenditures are currently under review by the Measure D Taxpayer Oversight Committee; the audits and expenditure reports will be posted on the RTC's Measure D website (www.sccrtc.org/move) once finalized.

Strategic Implementation Plan

Later this year, RTC staff will be preparing a strategic implementation plan that looks at opportunities to accelerate delivery of some projects. While "pay-as-you-go" financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding, loans between Measure D categories, or other financing options will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct recipients (cities, the County of Santa Cruz, METRO and LiftLine) may not directly bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for projects as they near construction. As projects near construction, staff will return to the RTC with an analysis of financial options to accelerate specific projects.

5-year Plans for Cities/County and Transit

Concurrent to the RTC preparing the 5-year program of projects for regional categories (Highways, Rail, Trail), agencies which receive direct allocations of funds are also preparing their draft plans. Staff will work to share information on when those draft plans are under consideration, but encourages interested parties to track city, county and METRO meeting packets and provide any input on how they propose to use their funds directly to the cities, county and METRO. The Lift Line 5-year plan is reviewed by the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in April and is subject to approval by the RTC board.

Updates on some of the projects being implemented by Measure D recipients are included in Attachment 3.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues. Staff is seeking input from the RTC and its advisory committees on the FY19/20-23/24 five-year programs of projects for regional investment categories. The RTC is scheduled to review and consider approval of the draft plans at its June 2019 meeting.

Attachments:

1. Draft 5-Year Programs of Projects for Regional Categories
2. Measure D Regional Project Fact Sheets
3. Measure D Spring 2019 Updates

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E&D TAC April 9, 2019 - Item 21 Attachment 1

Measure D: 5-Year Program of Projects (FY19/20-23/24)

Attachment 1

Preliminary DRAFT- 2019

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

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total
Estimated Annual Measure D Allocations	\$6,869,542	\$3,542,331	\$3,588,381	\$3,635,030	\$3,682,286	\$3,730,156	\$25,047,726
Est. carryover from prior year balance		\$4,213,162	\$2,933,975	\$394,443	-\$1,327,138	-\$785,102	
Total Available (includes interest and carryover)		\$7,755,493	\$6,522,356	\$4,029,473	\$2,355,148	\$2,945,054	

		Planned Use								2019 Updates	Estimated Construction start date
	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D		
1	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	---	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	Shift \$1.1M for ph. 1 to FY19/20 & add \$1 million per City of SC request for Phase 2 for construction, contingent on city securing other funds for balance of Ph. 2. Shift capital funds to FY19/20 based on updated schedule.	Phase I: Summer-Fall 2019; Phase II: TBD
1A	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$91,972	\$100,000	\$50,000	\$0	\$0	\$0	\$241,972	Update RTC and technical assistance costs (previously \$245k).	duration of project delivery
2	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	No change.	FY18/19 (to be completed ~ June 2019)
2A	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$12,500	\$10,000	\$0	\$0	\$0	\$0	\$22,500	Updates RTC and technical assistance costs (previously \$15k)	duration of project delivery
3	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	\$0	-	---	---	\$2,000,000	\$0	\$2,000,000	Shifted funds from FY 20/21	est. 2022/23
3A	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000	Add FY22/23 and FY23/24 estimates.	duration of project delivery
4	City of SC trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitgations, and periodic repaving.	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Add FY23/24 at same level; add \$25K to FY19/20	ongoing
5	Segment 18: Lee Rd-Walker, Watsonville	Allocation to City of Watsonville for trail construction.	\$0	\$150,000	\$0	\$2,800,000	\$0	\$0	\$2,950,000	Shift funds to match current schedule and add \$2.8M of city's \$3.8M request, contingent on city securing other funds for balance of construction cost.	FY19/20 and remaining portion in FY 21/22
5A	Segment 18: Lee Rd-Walker, Watsonville	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$62,775	\$20,000	\$20,000	\$20,000	\$0	\$0	\$122,775	Updates RTC and technical assistance costs, adding funds in FY20/21-21/22.	duration of project delivery

E&D TAC April 9, 2019 - Item 21 Attachment 1

	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates	Estimated Construction start date
6	City of Watsonville trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	\$0	\$10,000	\$11,000	\$11,000	<u>\$11,000</u>	\$43,000	Add funds for FY23/24 maintenance.	ongoing
7	North Coast Segment 5	RTC project mgmt, oversight, outreach and technical assistance (EIR consultants, legal, Environmental Health Services & ROW)	\$1,216,939	\$240,000	\$160,000	\$150,000	\$0	\$0	\$1,766,939	Updated costs	est 2021
8	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	-	---	\$100,000	\$125,000	<u>\$125,000</u>	\$350,000	Deleted FY21/22 funds, adds funds for FY23/24.	ongoing
9	North Coast Seg 5: Trail construction and reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$0	\$0	\$3,700,000	-	-	\$0	\$3,700,000	No change.	est. 2021
10	Segment 10-12: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr), & Seg 12 (St Park to Aptos Creek Rd) PA/ED; Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project.	\$0	<u>\$1,333,333</u>	<u>\$1,333,333</u>	<u>\$1,333,333</u>	\$0	\$0	\$4,000,000	Expand scope. Increase from \$200K previously allocated to Seg 10 to \$4M total for expanded project length and level of analysis.	TBD
10	Segment 10-12 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	\$250,000	Increased funds due to expanded scope; added FY23/24	TBD
11	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	Costs prior to FY19/20 shown in overall program managent below	TBD
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	\$304,767	\$235,000	\$210,000	\$285,000	\$345,000	<u>\$345,000</u>	\$1,724,767	Updated estimated costs, adds FY23/24	ongoing
13	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$502,724	\$499,250	\$519,250	\$519,250	\$519,250	<u>\$519,250</u>	\$3,078,974	Updated estimated costs FY17/18-19/20 (slightly lower), adds FY23/24	ongoing
Estimated Annual Measure D Expenditures			\$2,691,677	\$4,842,583	\$6,142,583	\$5,358,583	\$3,140,250	\$1,140,250	\$23,315,927		
Estimated Interest Earnings on Measure D Revenues			\$35,297	\$21,066	\$14,670	\$1,972					
Balance/Reserves - negatives reflect years that loans or other financing may be needed if there are no delays to projects or lower expenditures. Long term implementation plan being developed.			\$4,213,162	\$2,933,975	\$394,443	(\$1,327,138)	(\$785,102)	\$1,804,804			

E&D TAC April 9, 2019 - Item 21 Attachment 1

Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT- 2019 update

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

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$ 10,102,267	\$5,209,311	\$5,277,032	\$5,345,633	\$5,415,126	\$5,485,523
Estimated Carryover from Previous Year		\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601
Total Available		\$14,100,017	\$16,716,121	\$16,918,949	\$19,046,942	\$23,769,124

				Planned Use						
	Name/Road/Limits	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates
1	Highway 1: 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing ⁽¹⁾	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	\$600,000	\$350,000	\$350,000	\$350,000	\$0	\$0	\$1,650,000	RTC will seek SB1 Solutions for Congested Corridors (SCCP) funds and Local Partnership Program (LPP) cycle 2 competitive funds to fund construction.
2	Highway 1: Auxiliary Lanes from State Park Drive to Bay-Porter, and Reconstruction of Capitola Avenue Overcrossing ⁽²⁾	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	\$100,000	\$1,833,168	\$4,300,000	\$2,480,000	\$400,000		\$9,113,168	Shifted funds for PA/ED to FY19/20; PS&E phase into FY 20/21. Added funds in 21/22 for right-of-way (\$1.8M capital + \$180k support). Added funds in 22/23 for DSDC & PM. Will seek SB1 SCCP and LPP cycle 2 funds for construction.
3	Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive ⁽³⁾	RTC oversight and assistance to address restricted bike/ped access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments	\$0	\$100,000	\$100,000	\$100,000			\$300,000	Shifted \$300k from construction phase (FY21/22) to preconstruction phase (FY19/20). Will seek SB1 SCCP, LPP, and/or ATP funds for construction.
4	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$200,000	\$250,000	\$250,000	\$200,000	\$200,000	\$200,000	\$1,300,000	Funds added in FY19/20 and FY20/21; may issue "call for projects/RFP" for assistance growing TDM employer participation using new Trip Planner. FY23/24 added.
5	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$275,000	Increased to \$50k per year.
6	Unified Corridor Investment Study	Analysis of Highway 1 corridor projects	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	No change. Project completed in FY18/19
7	Freeway Service Patrol ⁽⁴⁾	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	\$118,813	\$122,213	\$150,000	\$165,000	\$181,500	\$199,650	\$937,176	Funds for FY23/24 added; lower amounts used/budgeted-anticipated FY17/18 - FY19/20 -- SB1 providing additional funds.
Estimated Annual Measure D Expenditures			\$1,243,813	\$2,705,381	\$5,200,000	\$3,345,000	\$831,500	\$449,650	\$13,775,344	
Annual Interest Earnings on Measure D Revenues			\$32,252	\$44,454	\$57,195	\$57,867	\$68,159	\$91,418		
Reserve/Carryover balance to next fiscal year or to match future grants			\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601	\$23,410,892		Balance reserved to match future grants

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for PS&E and Project Management activities. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing.
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 19/20) assumes PS&E will be advanced in FY 20/21, and right-of-way acquisition occurring in FY 21/22. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$300K) to supplement project management and public outreach support activities as needed. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needec

E&D TAC April 9, 2019 - Item 21 Attachment 1

Measure D: 5-Year Program of Projects (FY19/20-23/24)

Preliminary DRAFT - 2019

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

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$694,445	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333
Estimated Carryover from Previous Year (including interest)		\$648,248	\$704,823	\$41,680	\$375,222	\$710,431
Total Available (including interest)	\$694,445	\$981,581	\$1,038,156	\$375,014	\$708,555	\$1,043,765

Planned Use

			Planned Use							
	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Add pathways to SLV tri-school campus entrance south to at least Fall Creek Rd)	\$0		<u>\$1,000,000</u>				\$1,000,000	Increase from \$750k to \$1 million and shift funds to FY20/21 to match anticipated grant application timing.
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, and initial screening, implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP projects.	\$0	<u>\$250,000</u>					\$250,000	NEW. Needed for programming documents and to prepare grant applications for priority projects identified in the SLV Complete Streets Plan
3	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBs, ladder striping, etc to several existing crosswalks	\$0	<u>\$30,000</u>					\$30,000	New project. \$250,000 HSIP grant secured, with Measure D expected to cover balance of costs.
4	Hwy 9/SLV Corridor Plan - Completion of plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	\$50,000						\$50,000	No change
Estimated Annual Measure D Expenditures			\$50,000	\$280,000	\$1,000,000	\$0	\$0	\$0		
Estimated Interest Earnings on Measure D Revenues			\$3,803	\$3,241	\$3,524	\$208	\$1,876	\$3,552		
Balance/Reserve for priorities in Highway 9-SLV Corridor Plan			\$648,248	\$704,823	\$41,680	\$375,222	\$710,431	\$1,047,317		
Exact projects TBD. Use as match to leverage grants										

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Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

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

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Future
Estimated Annual Measure D Allocations	\$347,222	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$3,819,444
Estimated Carryover from Previous Year		\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	
Total Available	\$347,222	\$515,721	\$669,133	\$823,312	(\$1,025,021)	(\$2,873,354)	

Planned Use

	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22*	FY22/23*	FY23/24	Future Debt Service*	Total Measure D	2019 Updates
1	Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway. Includes \$15k/year RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	Debt service payments TBD	\$946,090	\$5,006,090	No expenditures pre-FY19/20. Includes placeholder for financing to advance project delivery. Updated interest estimates.
Estimated Annual Measure D Expenditures			\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	\$0			
Estimated Interest Earnings			\$1,832	\$1,745	\$2,512	\$0	\$0	\$0			
Carryover Balance - RESERVE or Financing for construction			\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	(\$2,873,354)			

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

**Total cost includes pre-construction and support costs funded through Caltrans SHOPP (\$4.5M). Land Trust has committed to raise \$3M for part of construction costs. Actual cost will depend on final design, bids, any claims, and financing costs.

E&D TAC April 9, 2019 - Item 21 Attachment 1

Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

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

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$3,232,724	\$1,666,979	\$1,688,650	\$1,710,603	\$1,732,840	\$1,755,367
Estimated Carryover from Previous Year		\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768
Total Available (includes interest and carryover)	\$3,232,724	\$2,976,922	\$2,522,122	\$1,720,051	\$2,133,928	\$2,268,135

			Planned Use					Total Measure D	2019 Updates
	Project	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	
1	Unified Corridor Investment Study	Analysis of rail corridor usage options	\$775,000						\$775,000 Adds \$150k in FY18/19 based on actual costs.
1a	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor	\$13,000	\$550,000					\$563,000 Identified from the UCS as the next step for the rail corridor. \$13k in FY 18/19 to match grant.
2	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$400,000	\$150,000					\$550,000 Some work not covered by FEMA. Increased from \$400k.
3	Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$450,000						\$450,000 Bridge inspections completed in FY 18/19
3a	Capitola Trestle Railroad Bridge analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	---	\$50,000					\$50,000 Funds shifted to FY19/20
4	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	---	\$500,000	\$1,700,000				\$2,200,000 Funds respread to reflect current schedule.
5	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$100,000	\$800,000	\$166,841	\$169,010	\$171,207	\$173,433	\$1,580,491 Carryover unspent FY18/19 funds, add anticipated FY19/20 repairs and FY23/24 ongoing est.
6	Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study	\$0		\$650,000	\$1,150,000	\$1,450,000	\$750,000	\$4,000,000 Shifted to reflect current schedule, after alternatives analysis; serve as match for future grants.
7	Rail Agreement Lawsuit	Defense against CEQA lawsuit regarding the rail operator agreement	\$200,000	\$100,000					\$300,000 Carryover \$100k from FY 18/19
Estimated Annual Measure D Expenditures			\$1,938,000	\$2,150,000	\$2,516,841	\$1,319,010	\$1,621,207	\$923,433	\$10,468,491
Annual Interest Earnings on Measure D Revenues			\$ 15,218	\$6,550	\$4,167	\$47	\$47	\$2,005	
Carry over to next fiscal year			\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768	\$1,346,708	



PROJECT FACT SHEET

Updated March 2019

Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network

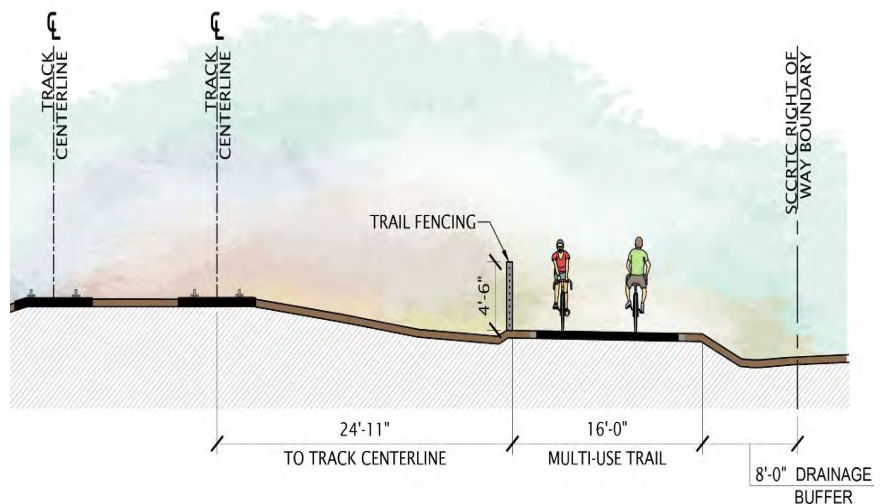
Project Description

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a Regional Transportation Commission (RTC) proposed 50-mile bicycle and pedestrian trail project. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the RTC-owned rail right-of-way. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails.

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Thirteen miles of projects are in various stages of development and have been funded in full or in part. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$24M has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$120M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan which provides initial cost estimates and concept designs. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation.



Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Thirteen (13) miles of projects have been funded in full or in part.
- ▶ Approximately \$24M has been secured from state/federal grants and private donations.
- ▶ Measure D will allocate approximately \$120M for the trail over 30 years.
- ▶ Construction of the _____ began in 2019.

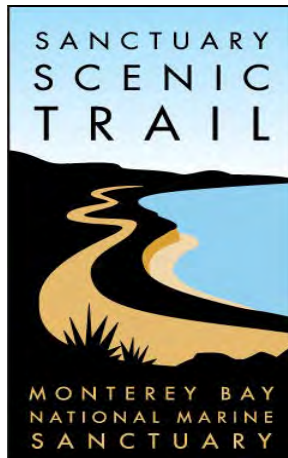


PROJECT FACT SHEET

Updated March 2019

Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network



Status of Funded Rail Trail Projects

North Coast: Davenport to Wilder Ranch

- s:** Provides a car-free alternative to Highway 1; connects to Wilder Ranch trails, numerous beaches, soon to be opened Coast Dairies and San Vicente Redwoods trails and Davenport; includes parking lots and restrooms at Panther/Yellowbank beach and in Davenport; links to City of Santa Cruz providing approximately 11 miles of continuous bike/ped paths.
- Distance:** 5.4 miles (fully funded); 2.1 miles + 3 parking lot improvements and a crossing in Davenport (partially funded) **Width:** 16-20 feet **Construction:** Estimated 2021 for 5.4-mile segment; construction TBD for remaining 2.1 miles + amenities

City of Santa Cruz: Natural Bridges Drive to

ruz Wharf

- s:** Connects over 30,000 residents who live within one mile of the trail, to schools, work, beaches, shopping and other activity centers; provides safer car-free alternative to Mission Street and connects to the Beach Street bike-way; 9 schools and 28 parks are located within a mile of this section of trail.
- Distance:** 2.1 miles **Width:** 12 -16 feet **Construction:** To be built in two phases: 1) Natural Bridges to Bay/California and 2) Bay/California to Pac venue. Phase 1 construction will begin in 2019.

City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue

- s:** Close to 48,000 residents live within one mile of the corridor where 15 schools and 37 parks are also located.
- Distance:** 2.2 miles **Width:** 12 feet **Construction:** Estimated 2022-23
- San Lorenzo River walkway:** Widening of the San Lorenzo River walkway at the Boardwalk is funded and being advanced ahead of trail **Width:** 10 feet **Construction:** To be completed prior to 2019 summer tourist season.

City of Watsonville: Lee Road to Walker Street

- s:** Close to 20,000 residents live within one mile of the corridor where 12 schools and 12 parks are also located. The new trail will link 850 homes along Ohlone Parkway with the City's 7-mile slough trail system and the downtown area.
- Distance:** 1.2 miles **Width:** 12 feet **Construction:** Estimated 2020



PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 7)

Project Description

The Coastal Rail Trail segment 7 project (as outlined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.10 miles of the MBSST's rail trail spine between Natural Bridges Drive and P Avenue at the Santa Cruz Wharf. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash histories, making this project a high priority.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County.

The segment 7 project is at the epicenter of several existing trail system networks such as Younger Lagoon Reserve and Antonelli Pond Park, and will also provide connections to Natural Bridges State Beach, West Cliff Drive bike/pedestrian path and the Wilder Ranch path.

Segment 7 will be built in two phases in order to accelerate delivery of the construction-ready portion. Phase I from Natural Bridges to Bay/California will begin construction in fall 2019. Phase II from Bay/California to P Avenue is in the design and environmental permitting phase and will be built once the project clears the permitting phase and construction funding is secured.



Project rendering

Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within one mile of the trail
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bike-way
- Enhances mobility and transportation for disadvantaged communities
- 9 schools and 28 parks are located within a mile of the trail

Project Costs and Funding

	Phase I	Phase II
Estimated Project Construction Cost	\$5,100,000	\$9,950,000
Funding Sources		
Measure D	\$1,100,000	\$2,000,000
Other Secured	\$4,000,000	
Need		\$7,950,000



PROJECT FACT SHEET

Updated March 2019

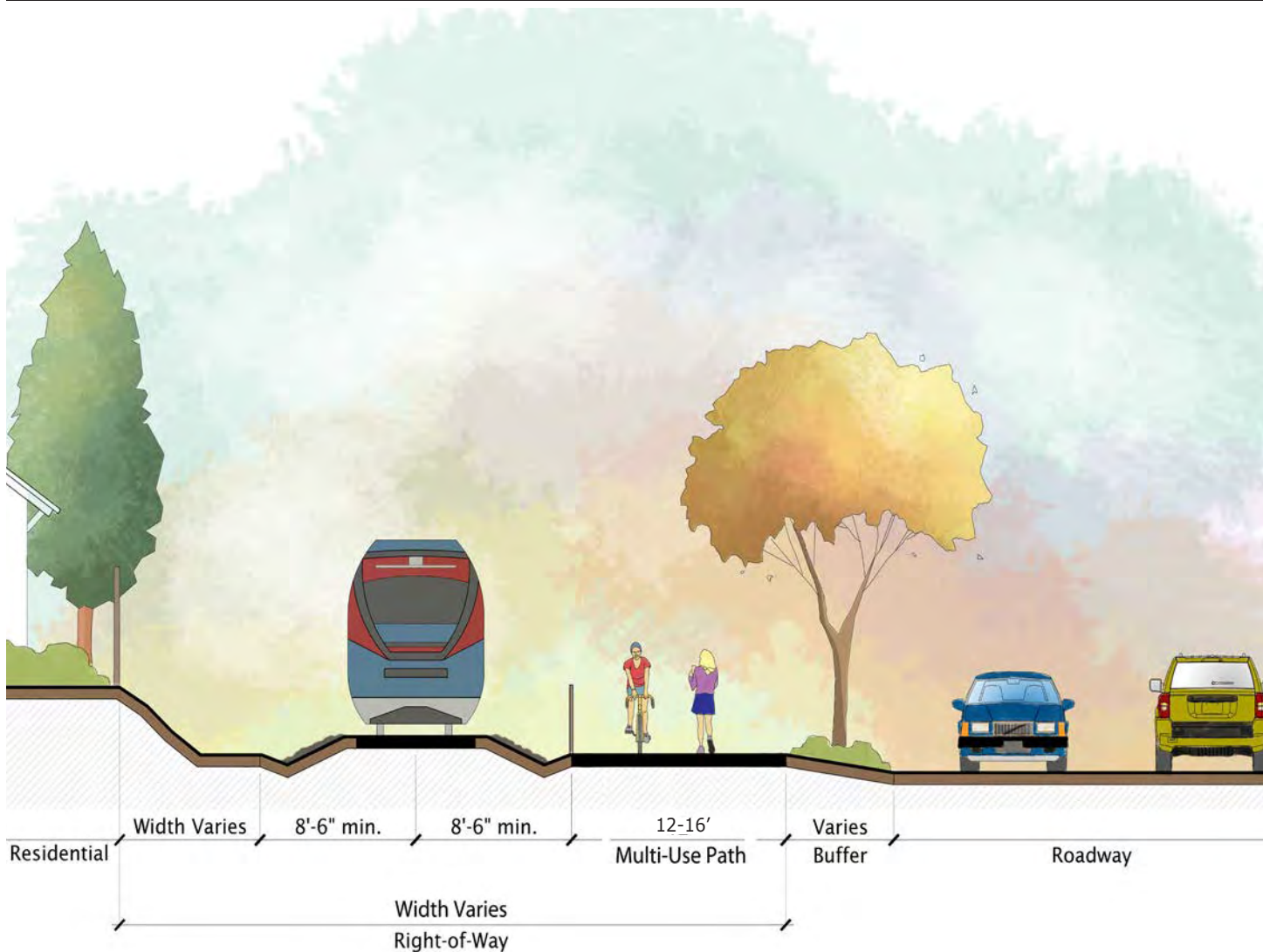
Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 7)

Project Schedule

PHASE I	2019	2020	PHASE II	2019	2020	2021
PE/Environmental: Completed			PE/Environmental	→		
Final Design (PS&E)	→		Final Design (PS&E)	→		
Advertisement/Award	→		Advertisement/Award*		→	
Construction	→	★	Construction*		→	★

*Pending availability of funding





PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segments 8 & 9)

Project Description

The Coastal Rail Trail Segments 8 and 9 Project proposes to construct 2.18 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between the San Lorenzo River Parkway in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak. Segments 8 and 9 of the rail trail were two of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history, making this project of utmost importance.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segments 8 and 9 are particularly challenging due to four new bridges and nine at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) cycle 3 funds for preconstruction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- ▶ Connects to existing trail network to Santa Cruz Boardwalk and Downtown
- ▶ 4 new bridges
- ▶ Enhances mobility and transportation for disadvantaged communities
- ▶ 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located
- ▶ Preliminary Engineering and Environmental Review begins in 2019
- ▶ Can be phased into shorter segments

Project Schedule

PHASE	2019	2020	2021	2022	2023
PE/Environmental	I →				
Final Design (PS&E)		I →			
Advertisement/Award*				I →	
Construction*					I → ★

*Pending availability of funds



PROJECT FACT SHEET

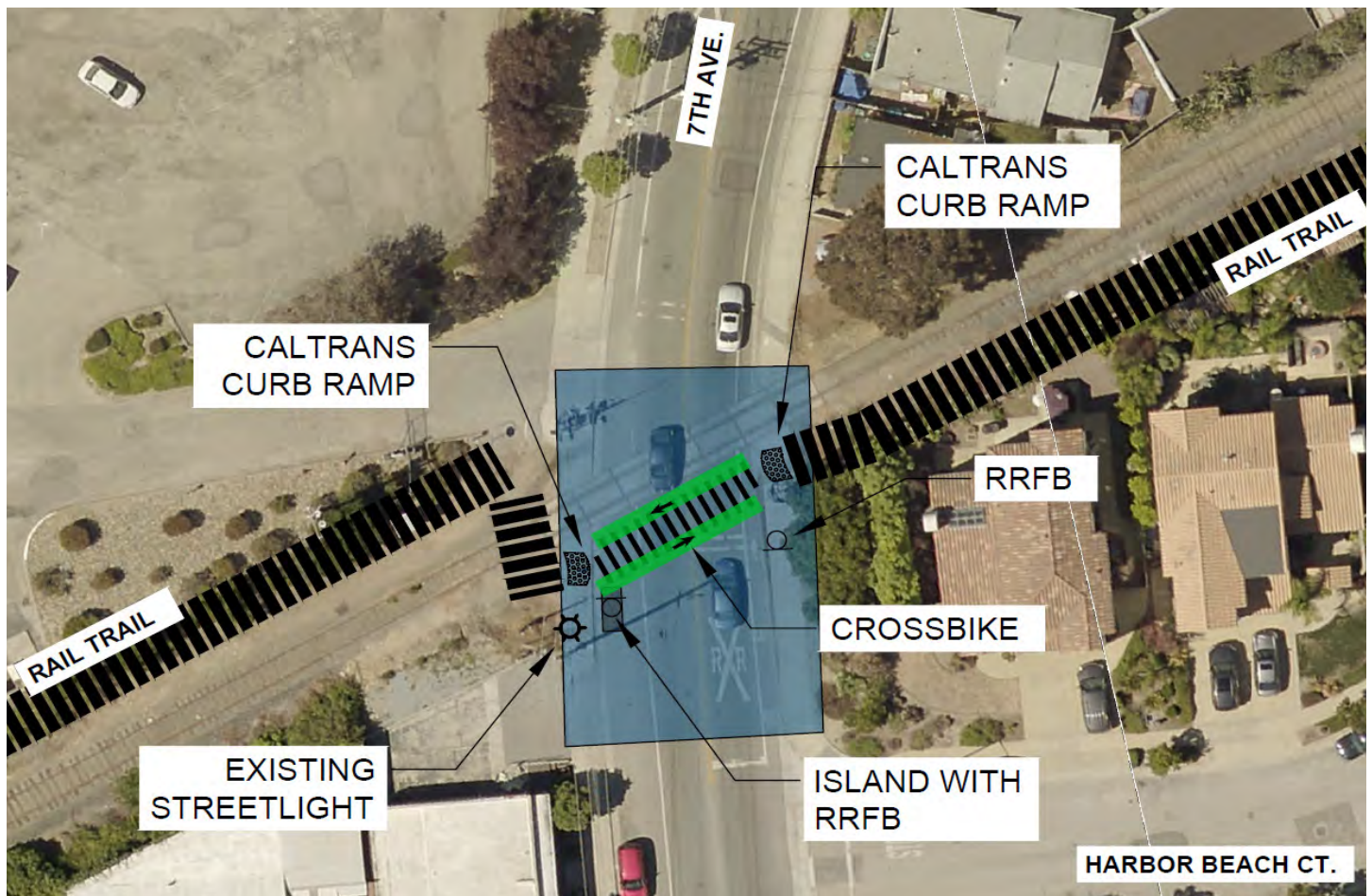
Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segments 8 & 9)

Project Costs and Funding

Estimated Project Cost	\$ 32,765
Funding Sources	
Measure D	\$ 2,120
Other Secured	\$ 3,000
Need	\$ 27,645





PROJECT FACT SHEET

Updated March 2019

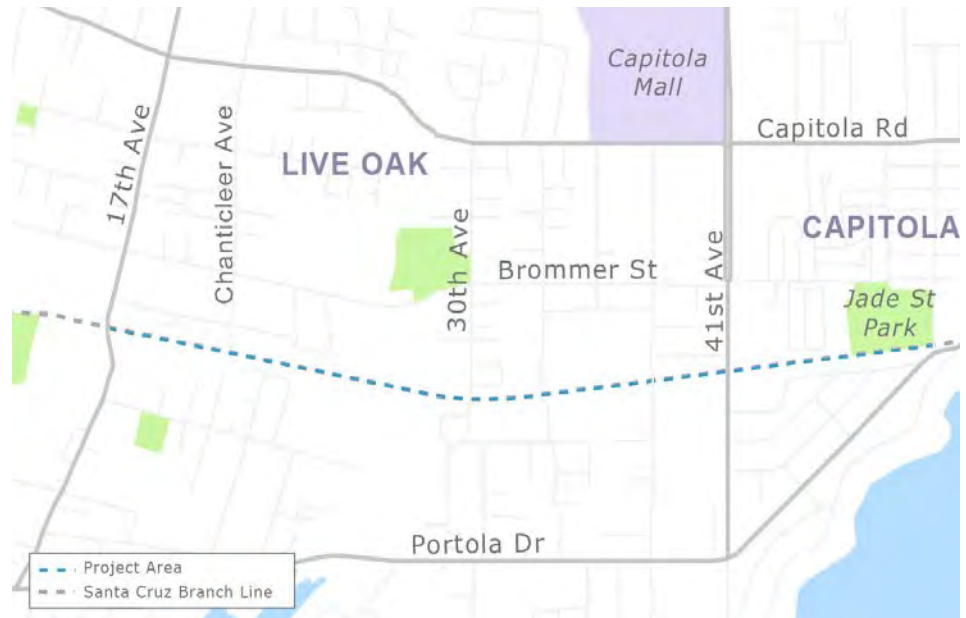
Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 10)

Project Description

The Coastal Rail Trail Segment 10 Project proposes to construct 1.5 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak and Jade Street Park in the City of Capitola. Segment 10 of the rail trail will be one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of 1 mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- ▶ Includes a new bicycle and pedestrian bridge over Rodeo Gulch Creek
- ▶ Enhances mobility and transportation for disadvantaged communities
- ▶ Within a quarter mile of four public schools
- ▶ Can be phased into shorter segments

Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*	→				
Final Design (PS&E)*		→			
Advertisement/Award*				→	
Construction*					→★

*Pending availability of funding



PROJECT FACT SHEET

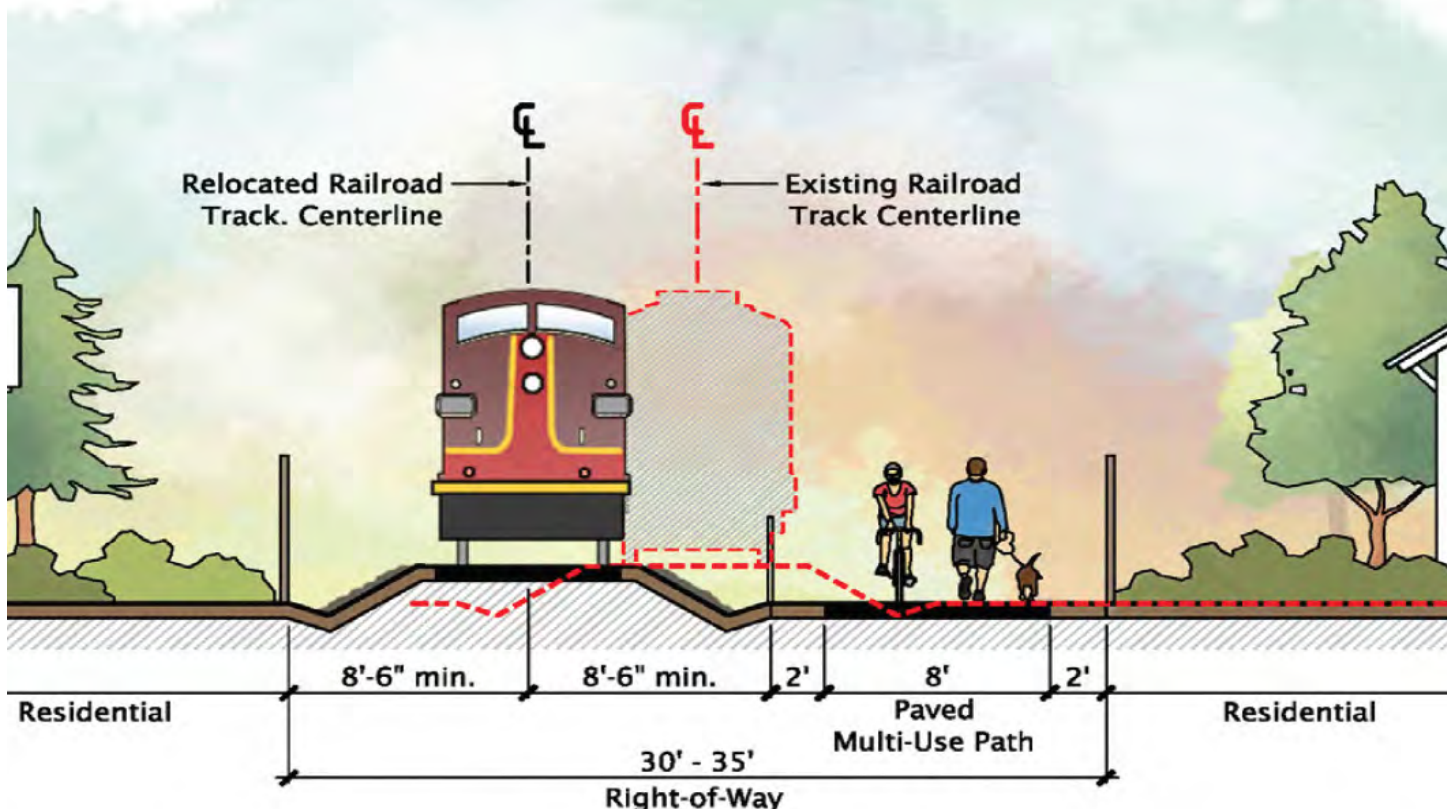
Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 10)

Project Costs and Funding

Estimated Project Cost	\$	15,570
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	15,570





PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

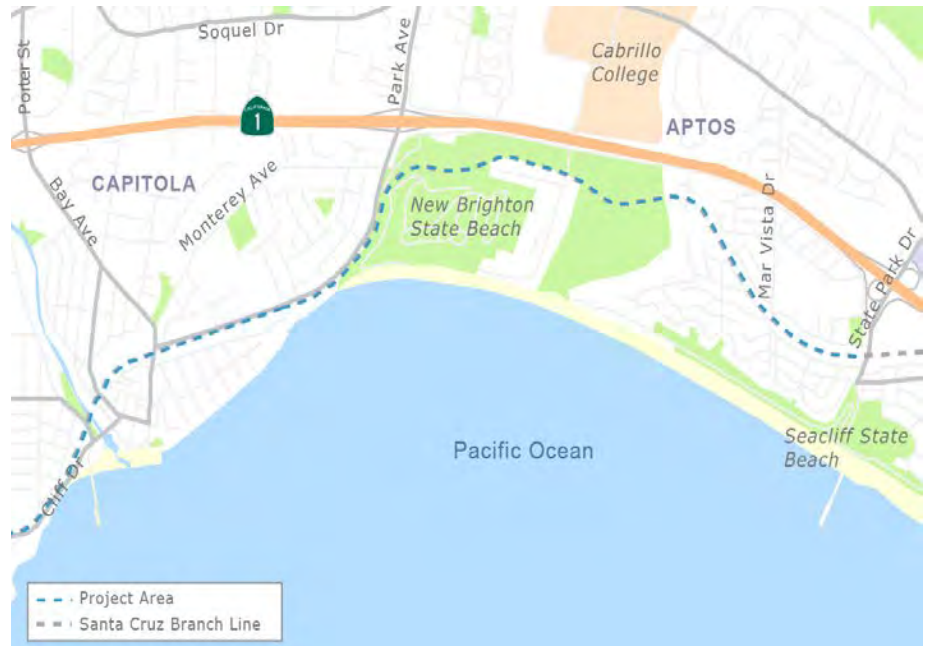
Coastal Rail Trail (Segment 11)

Project Description

The Coastal Rail Trail Segment 11 Project proposes to construct 3.2 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between Jade Street Park in the City of Capitola and State Park Drive in the unincorporated area of Santa Cruz County known as Aptos. Segment 11 of the rail trail was identified as one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 11 is within a quarter mile of three public schools, Cabrillo College, four parks, and New Brighton and Seacliff State beaches.

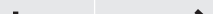
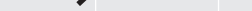


Segment 11 is particularly challenging due to the need to replace the iconic 500-foot-long railroad trestle over Soquel Creek located in Capitola Village with a new bridge that accommodates both rail and trail users. Results from a recent bridge inspection and subsequent feasibility study will provide scope and cost estimates for the new trestle bridge over Soquel Creek (anticipated late 2019).



Project Highlights

- ▶ Connects Aptos to Capitola
- ▶ 3 new bridges, including replacement of the historic railroad trestle over Soquel Creek in Capitola Village with a new multimodal bicycle and pedestrian railroad bridge
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities

Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*					
Final Design (PS&E)*					
Advertisement/Award*					
Construction*					

*Pending availability of funds



PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 11)

Project Costs and Funding

Estimated Project Cost	\$	TBD
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	TBD





PROJECT FACT SHEET

Updated March 2019

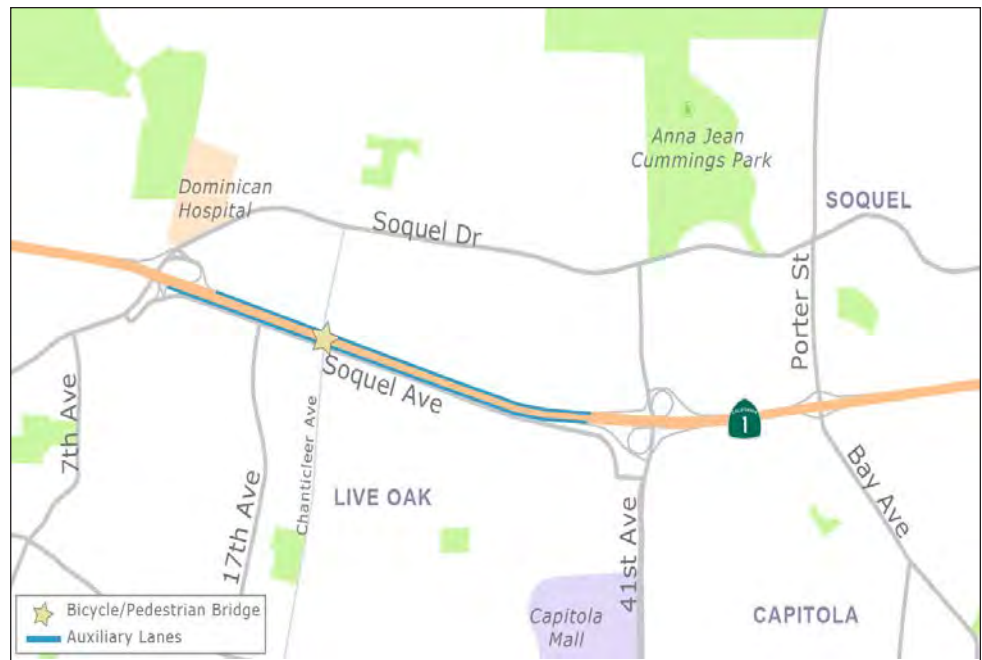
Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/ Drive interchanges and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county serving over 100,000 vehicles a day, providing access to the primary regional commercial/ retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

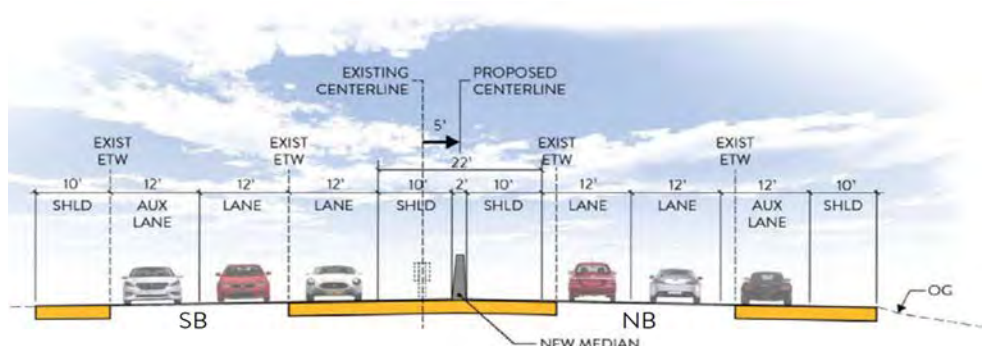
The pedestrian/bicycle overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction ready in 2020, pending availability of funds





PROJECT FACT SHEET

Updated March 2019

Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

Project Costs and Funding (in thousands)

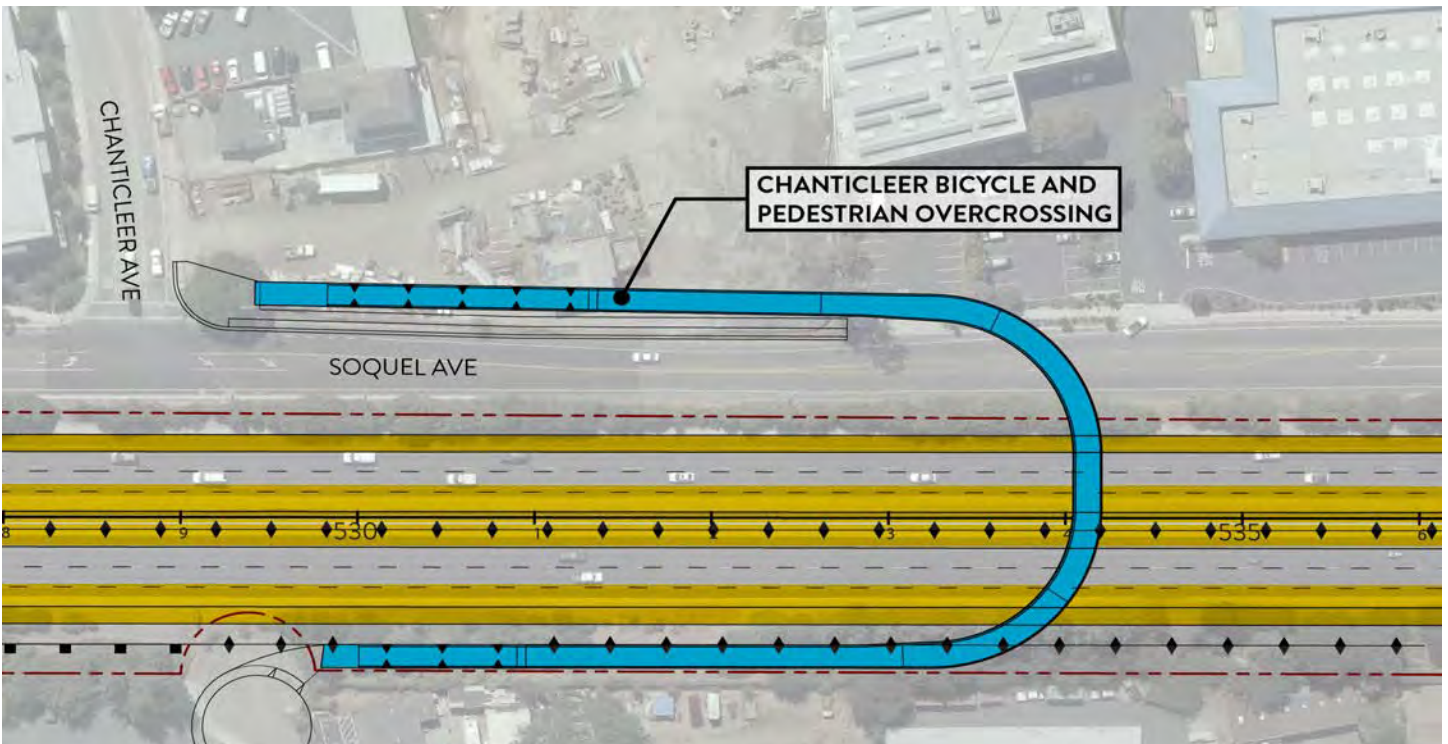
Estimated Project Cost	\$ 34,212
Funding Sources	
Measure D	\$ 1,650
Other Secured	\$ 6,000
Needed	\$ 26,562



Project Schedule

PHASE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
PE/Environmental										
Final Design (PS&E)										
Advertisement/Award*										
Construction*										

*Pending Availability of Funds





PROJECT FACT SHEET

Updated March 2019

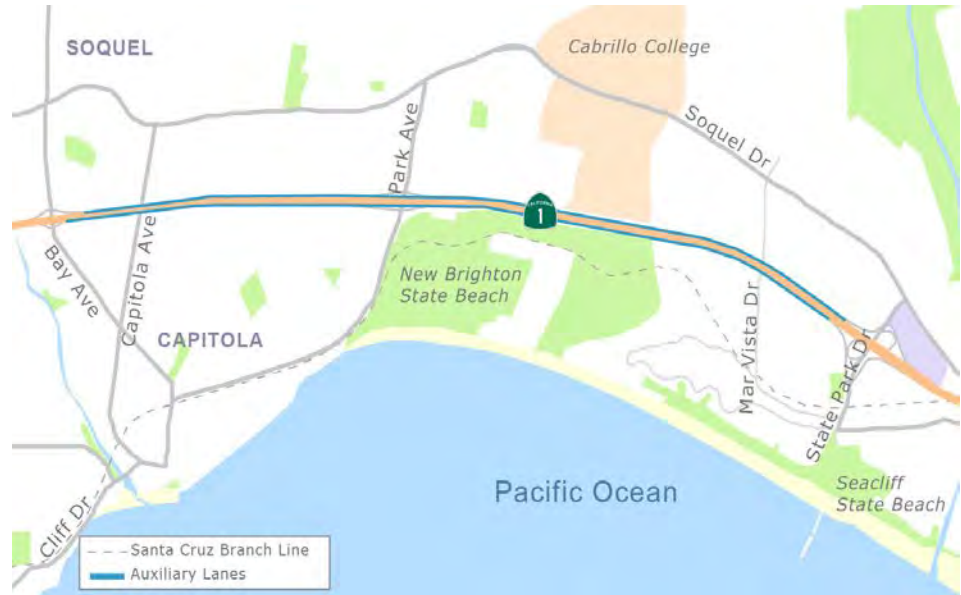
Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

Project Description

The project will construct northbound and southbound auxiliary lanes between the Bay Street/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2022, pending availability of funds

Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	■	→				
Final Design (PS&E)*		■	→			
Advertisement/ Award*				■	→	
Construction*					■	→

*Pending availability of funds



PROJECT FACT SHEET

Updated March 2019

Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

Project Costs and Funding

(in thousands)

Estimated Project Cost	\$ 83,255
Funding Sources	
Measure D	\$ 9,113
Other Secured	\$ 1,830
Need	\$ 72,312



View of project corridor looking north



Capitola Avenue overcrossing will be replaced and will include bicycle and pedestrian improvements



PROJECT FACT SHEET

Updated March 2019

Highway 1

Mar Vista Bicycle and Pedestrian Overcrossing

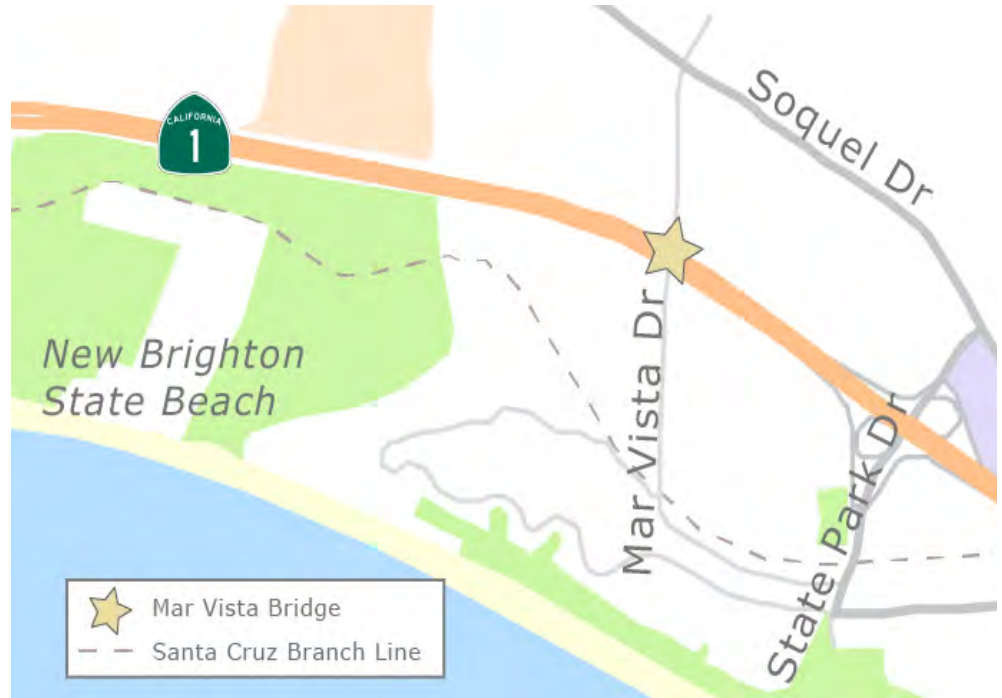
Project Description

The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods and retain centers on each side of Highway 1. This bicycle and pedestrian overcrossing was one of three bicycle and pedestrian overcrossings

way 1 Corridor Investment plan. The proposed crossing locations were chosen with public input to provide community cohesion and improved connectivity to schools and other activity centers.

The Mar Vista crossing will reduce travel distances for bicyclists and pedestrians traveling between Mar Vista Drive at McGregor Drive in Seacliff to Mar Vista Elementary School by up to 1.6 miles and minimize travel through the busy State Park Drive interchange. The bridge will also improve access to residential, educational, recreational, and commercial destinations, including Seacliff State Beach, Cabrillo College, and Aptos/Seacliff villages.

This project is eligible to receive voter-approved Measure D transportation funds. For more information on the Measure D program, visit www.sccrtc.org.



Project Highlights

- Provides new opportunities for safe and convenient travel
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- Connects neighborhoods, schools, parks/beaches, and commercial centers

Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	I →					
Final Design (PS&E)		I →				
Advertisement/ Award*				I →		
Construction*					I →	

*Pending availability of funds



PROJECT FACT SHEET

Updated March 2019

Highway 1

Mar Vista Bicycle and Pedestrian Overcrossing

Project Costs and Funding (in thousands)

Estimated Project Cost	\$ 13,215
Funding Sources	
Measure D	\$ 300
Other Secured	\$ 7,531
Need	\$ 5,384



Project Area with proposed overcrossing shown



PROJECT FACT SHEET

Updated March 2019

Cruz511

Traveler Information for Santa Cruz County

Project Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county including a trip planner, bicycle maps, accessible travel options, and an interactive trip map with real-time information on construction, incidents and travel speeds. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with n and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In 2019, Cruz511 will develop and deliver an online "trip manager" system that will provide employers, residents and visitors access to rideshare matches, bike resources including bikeshare, transit information that will integrate with Metro's real-time information as well as access to a host of other mobility services such as Scoop, Waze and Uber. This system will provide access to a suite of transportation choices. It will also allow employers to conduct workplace challenges and gam f sustainable commuting.

Visit **Cruz511.org** for Santa Cruz County traveler information.



Project Highlights

- Provides sustainable commute choices to residents through coordination with major employers in the county
- Developing an online and mobile platform to make sustainable commute choices easier for all people to access
- Coordinating with Metro to promote and encourage transit usage
- Provides education and informational messaging regarding safety and mobility options to the public through online and print media

Project Costs and Funding (18/19)

Estimated Project Cost		\$	380,052
Funding Sources			
Measure D		\$	150,000
Other Secured		\$	230,052



PROJECT FACT SHEET

Updated March 2019

Cruz511 Traveler Information for Santa Cruz County



**CRUZ511
HOW
TO:
USE OUR
TRAFFIC
MAP**



**TIPS FOR
RIDING THE BUS**





PROJECT FACT SHEET

Updated March 2019

Safe on 17 Traffic Operations Systems

Project Description

The Highway 17 corridor was

in 1998 as a result of collision data analysis and recommendations of local, regional, county and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic improvements, and public education. These strategies focus on preventing the occurrence of the Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (SCCRTC) and the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), California Department of Transportation (Caltrans), local

media. SCCRTC and MTC provide \$50,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Hwy 1 and 17 in addition to extra CHP enforcement on Hwy 17 and other motorist-aid services.



Project Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations through a CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operations systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave, San Jose CA
3rd Wednesday in September	SCCRT	1523 P...ve, Santa Cruz, CA



PROJECT FACT SHEET

Updated March 2019

Safe on 17 Traffic Operations Systems

Current Highway 17 Projects

PROJECT	COUNTY	LOCATION	TIMELINE
Pavement Restoration	Santa Cruz County – Caltrans D5	Granite Creek Road to Santa Clara/ Santa Cruz County line	March 2019 – October 2019
Prevention/ Fuel Reduction	Santa Clara County – SCFD	Bear Creek Road to Santa Clara/ Santa Cruz County line	April/May 2019 – December 2019
Ramp Safety Improvements	Santa Cruz County – Caltrans D5	Fishhook (Hwy 1/Hwy 17) to Pasatiempo overcrossing	Spring 2020
Pavement Restoration & Safety Improvements	Santa Clara County – Caltrans D4	Alma College Road to Santa Clara/ Santa Cruz County line	January 2021 – October 2021





PROJECT FACT SHEET

Updated March 2019

Freeway Service Patrol

Project Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to the motorists. They reduce the congestion on the highway by quickly clearing accidents, debris and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such

starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The ratio for the Santa Cruz County FSP program is 4:1.



Project Highlights

- ▶ Reduces the number of traffic accidents by quickly clearing accidents, debris and other incidents
- ▶ Lessens the chain of further accidents and bottlenecks caused by passing drivers
- ▶ Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- ▶ Helps stranded motorists

Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
Hwy 1	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service	
Hwy 17	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

*Special weekend service is provided during Spring Break (3/23/19 – 4/21/19) and Summer (5/25/19 – 9/1/19).



PROJECT FACT SHEET

Updated March 2019

Freeway Service Patrol

Project Costs and Funding

Estimated Project Cost FY18/19

Towing	\$ 325,000
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Funding Sources FY18/19

Caltrans	\$ 248,975
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Measure D	\$ 175,008
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FSP Partners





PROJECT FACT SHEET

Updated March 2019

San Lorenzo Valley Highway 9 Corridor

Project Description

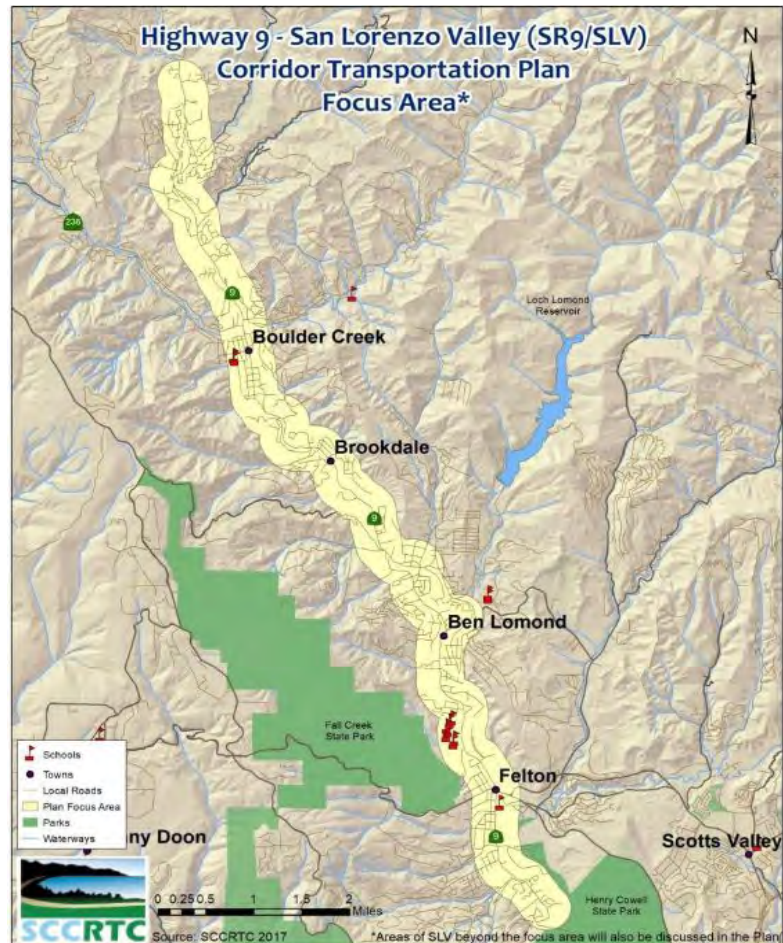
Highway 9 serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek and is an interregional arterial connecting Silicon Valley and Santa Cruz.

Corridor Plan

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the San Lorenzo Valley (SLV). Since Measure D, state, federal, and other local revenues are limited, a ying priority projects was development of a comprehensive Highway 9-SLV Complete Streets Corridor Plan. Building on past public input and planning activities, the plan aluates, and prioritizes transportation projects on Highway 9 and connecting county roads through SLV that can be implemented in the short and mid-term to address challenges on the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; access to schools, businesses, and bus stops; tr ations, pavement conditions, drainage, and other needs in this travel corridor.

The plan includes conceptual complete street designs and provides a framework for partnering with Caltrans to implement investments that address community concerns, improve multi-modal safety, access, connectivity, economic vitality, and environmental quality, and improve the condition of existing infrastructure

The plan is online at www.sccrtc.org/slvplan.



Priority Projects

The Highway 9 Corridor Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to SLV schools and m improve tr chools' entrances
- ▶ elton, Brookdale, Ben Lomond, and Boulder Creek village cores to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Corridor-wide roadway maintenance, storm damage repairs, and emergency preparedness; pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.



PROJECT FACT SHEET

Updated March 2019

San Lorenzo Valley Highway 9 Corridor

Project Costs and Funding

Estimated Project Cost	Varies	
Funding Sources		
Measure D	\$	10M
Other	\$	TBD
Need	\$	TBD



Highway 9 Pedestrian Crosswalks and Enhancements

A \$250,000 Highway Safety Improvement Program grant and Measure D funds will be used for pedestrian crossing safety enhancements on Highway 9 (State Route 9/SR9) in the San Lorenzo Valley. The project includes upgrading intersections and a range of treatments, such as installation of high-visibility striping and signage, advance warning flashing beacons, and Rectangular Rapid Flash Beacons. Five locations with high foot traffic and a history of collisions involving pedestrians were identified as priorities for these funds. Caltrans is reviewing these locations for constructability:

- ▶ SR9/Redwood Drive in Felton
- ▶ SR9 midblock crossing between Graham Hill Road and Kirby Street in Felton
- ▶ SR9/Clear Creek Road in Brookdale
- ▶ SR9/Forest Street in Boulder Creek
- ▶ SR9/Pool Drive in Boulder Creek





PROJECT FACT SHEET

Updated March 2019

Highway 17 Wildlife Habitat Connectivity Project

Project Description

The Highway 17 Wildlife Habitat Connectivity Project is a joint project from Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has

core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a natural drainage, an ideal place to install a large culvert to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.

For information, contact Aaron Henkel, Caltrans District 5 Project Manager, 805-549-3084.



Project Highlights

- ▶ Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- ▶ Bridges two core wildlife habitat areas on each side of Highway 17
- ▶ Highway 17 at Laurel Curve is built over a large natural drainage, an ideal place to install a culvert to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

Project Costs and Funding

Estimated Project Cost	\$12.4M
Funding Sources	
Measure D	\$5M
State Highway Operation and Protection Program (SHOPP)	\$4.54M
Land Trust of Santa Cruz County	\$3M



PROJECT FACT SHEET

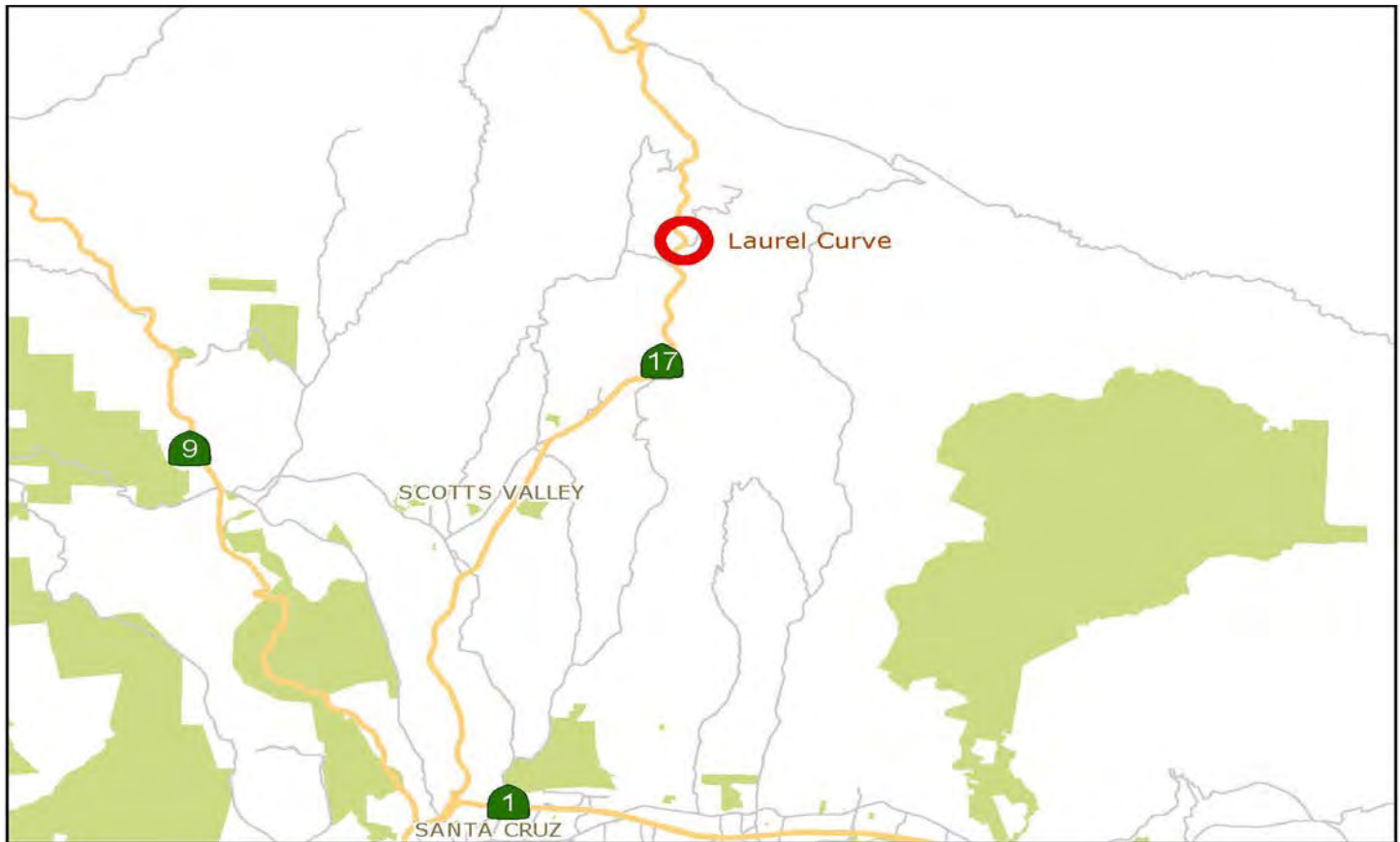
Updated March 2019

Highway 17 Wildlife Habitat Connectivity Project

Project Schedule

PHASE	2018	2019	2020	2021	2022	2023	2024
Environmental(PA/ED)	DONE						
Final Design (PS&E)	→						
Advertisement/Award				→			
Construction*				→	★		

*Pending availability



Funding Partners





PROJECT FACT SHEET

Updated April 2019

Santa Cruz Branch Rail Line

Project Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC completed acquisition of this 135-year old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines. This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations.

Potential uses include the following:

- ◇ Increased freight rail service
- ◇ Seasonal or recreational passenger rail service
- ◇ High-capacity public transit
- ◇ Bicycle & pedestrian path in conjunction with rail services (see Coastal Rail Trail fact sheet)



Rail Improvement Efforts

As owner of the Santa Cruz Branch Rail Line, the RTC entered into an Administration, Coordination and License Agreement with St. Paul & P Railroad Co. LLC, a subsidiary of Progressive Rail Incorporated, to operate freight service and maintain the rail infrastructure within the railroad easement.

- ▶ **Rail Structure Upgrades & Repairs** - With over \$5 million in State Transportation Improvement Program (STIP) funds, the RTC reconstructed the La Selva Beach trestle and completed improvements to three other bridges in 2015. A new structures assessment is underway to help determine the next phase of structure upgrades. In addition, the RTC is working to repair damages caused by the storms of 2017.
- ▶ **Freight Rail Service** - Freight rail service is currently provided by St. Paul & P Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways.
- ▶ **Passenger Operations** - Big Trees Railroad currently operates seasonal and special event recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & P Railroad also plans to operate some recreational rail service. In January 2019, the RTC unanimously approved keeping the track in place and conducting an alternatives analysis for high-capacity public transit that could be implemented in the future. St. Paul & P Railroad is required to submit a plan for recreational rail service by March 15, 2020.



PROJECT FACT SHEET

Updated April 2019

Santa Cruz Branch Rail Line

Infrastructure Preservation and Analysis of Options

Measure D provides 8 percent of its revenue for the rail corridor. The RTC is responsible for maintaining the rail right-of-way. The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations on the rail line. Regular inspections and repairs to the infrastructure within the rail right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.



Alternatives Analysis

An outcome of the Final Corridor Investment Study, which was adopted by the RTC in January 2019, was to work with Santa Cruz Metro to perform an alternatives analysis for high-capacity transit options on the rail ROW. RTC and Metro staff are working together to determine the scope of work, schedule, and budget for the project. The tentative project schedule is to release the request for proposals in summer 2019 for consultants to perform this analysis and complete the project by January 2021.

The RTC received a Caltrans State Highway Account Grant for \$100,000 which will go toward the Alternatives Analysis.



Measure D Updates

Spring 2019

In November 2016 Santa Cruz County voters passed Measure D, providing stable, local funds to maintain and improve local roads, highways, bridges, sidewalks, bicycle facilities, and transit. Measure D is helping local agencies address some of the significant backlog of transportation needs in Santa Cruz County. The following highlights a few of the projects Measure D is funding.

Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail

- The City of Santa Cruz started construction of the new bike/walk bridge at the San Lorenzo River Trestle near the Boardwalk. The project is scheduled to be completed in 2019.
- This spring the City of Santa Cruz will be advertising for construction of the Rail Trail between Natural Bridges Drive and Bay St/California Ave (Phase 1 of Segment 7).
- Santa Cruz is finalizing environmental review, design and permitting this Spring for the section of the Rail Trail between Bay St/California St and the Wharf intersection roundabout (Phase 2 of Segment 7).
- The RTC certified the Final Environmental Impact Report (EIR) for the North Coast Rail Trail project from Davenport to Wilder Ranch State Park (Segment 5) on March 7, 2019. Construction will follow the federal environmental clearance, permitting and final design process, and is expected to occur in 2021.



*SLV River Trestle Construction,
City of Santa Cruz*

Highway 9/SLV Corridor and Highway 17 Wildlife Crossing

- In January the RTC released the draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan for public review and is now updating the plan based on input received. Measure D funds are expected to leverage other funds for priority projects identified in the plan.
- Caltrans continues design of the wildlife crossing under Highway 17; construction is funded by a combination of Measure D and Land Trust revenues.

Highway 1 Projects Under Design

- Design work continues for construction of auxiliary lanes between 41st Avenue and Soquel Drive, and a bicycle/pedestrian overcrossing at Chanticleer Avenue. Construction is expected to begin in 2020.

Rail Corridor

- On January 17, 2019, the RTC approved the Unified Corridor Investment Study (UCS) preferred scenario and affirmed the RTC's commitment to include trail and transit, freight and recreational rail uses in the Santa Cruz Branch Rail Line corridor. The RTC will be working with METRO to do more detailed analysis of high-intensity transit options.
- Storm damage repairs and preventative maintenance, including vegetation and drainage work, continues in the rail corridor. Maintenance requests can be directed to info@sccrtc.org.

More Local Road Repairs Coming Soon

City and County public works departments are gearing up for a busy spring and summer, repairing local roads and improving bicycle and pedestrian facilities throughout the county.

- County of Santa Cruz
 - The County plans to resurface 5.75 miles of roads in the Live Oak, Ben Lomond, Rio Del Mar, and Bonny Doon areas starting in June 2019.
- Scotts Valley
 - New sidewalks along Kings Village Road are nearly complete.
 - Construction of new trails through Glenwood Preserve is will begin this spring.
- Santa Cruz
 - Reconstruction of Cedar Street in the downtown area is anticipated to be completed this Spring. The project includes pavement reconstruction, new access ramps, bike lanes and international crosswalk striping.
 - The city is advertising a residential slurry seal project to be constructed this summer, which will improve a number of streets citywide.
 - Design work continues on a paving project for River Street, between Water and Highway 1, that is anticipated to start this fall. It will include new access ramps, bike lane and crosswalk striping.
 - Elementary school bike safety classes are ongoing
- Watsonville
 - Bicycle Safety Improvements – Watsonville contracted with Ecology Action to provide BikeSmart bicycle safety training in schools
 - Bicycle Safety Improvements - Contracted with Bike Santa Cruz County to provide the Earn A Bike Program in Watsonville schools, which includes provides students with safety training and opportunities to receive a bike and bike helmet.
 - Pedestrian Traffic Safety - Contracted with a traffic engineer to analyze collision data to assist with implementing pedestrian safety programs and improvements.
 - Lee Rd Trail - Contracted with consulting engineer to assist with design of the Lee Road Trail project.

Measure D-funded road resurfacing –
Before & after in Boulder Creek, 2018



Lift Line – Paratransit Services

- Lift Line continued its expanded services seven days per week utilizing two additional drives. For the first half of FY18/19 Lift Line provided 2,886 additional rides funded through Measure D.
- Two new fully electric 16 passenger paratransit buses, which replace two gas engine buses, have been ordered and are expected to begin service in Spring 2019.
- Lift Line is actively look for a new operating facility/site and is reviewing a possible property in Watsonville.
- Since July 2018 Lift Line, in partnership with the Santa Cruz Downtown Seniors Center, has expanded service to Loudon Nelson Community Center for seniors to take classes and participate in activities.

Implementation and Oversight

- The Measure D Taxpayer Oversight Committee is reviewing FY17/18 audits and expenditure reports to ensure that revenues have been spent in accordance with the Measure D Ordinance.