



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, December 10, 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 November 5, 2019 — pg. 4**
- 6. Receive Transportation Development Act Revenues Report — pg. 10**
- 7. Receive RTC Meeting Highlights — pg. 11**
- 8. Receive Information Items — None**
- 9. Accept correspondence from the public — None**
- 10. Pedestrian Hazard Reports — pg. 13**
- 11. Highway 1 Corridor Project Update- pg. 16**
- 12. North Coast Rail Trail Project Update — pg. 28**
- 13. Draft 2020 State and Federal Legislative Programs— pg. 30**
- 14. RTP Goals and Policies — pg. 40**

REGULAR AGENDA

15. 1:55 pm — Receive Program Updates — pg. 51

- a. Volunteer Center
- b. Community Bridges — TDA FY18/19 4th Quarter Report
- c. Santa Cruz Metro — ParaCruz FY19/20 1st Quarterly Report
- d. SCCRTC
- e. Special Projects

16. 2:00pm- City of Capitola - Clares Street Traffic Calming- pg. 67

17. 2:10pm- CORE Program-Human Services Department – pg.71

18. 2:30pm- JUMP Bikes- pg. 86

19. 2:50pm- E&D TAC Appointment Recommendations – pg. 88

20. 3:00pm- Free Metro Fare for Visually Impaired – pg. 110

21. 3:15pm- Programming RTC Competitive Grant Funds- pg. 114

22. 3:30 pm — Adjourn

**Next meeting: 1:30 pm, February 11, 2020 @ 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
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

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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, November 5, 2019

**RTC Office
1523 Pacific Ave., Santa Cruz, CA 95062**

1. Roll call

The meeting was called to order at 1:36 p.m.

Members present:

Kirk Ance, CTSA – Lift Line
Deborah Benham, 5th District
Lisa Berkowitz, CTSA
John Daugherty, Metro
Veronica Elsea, 3rd District
Tara Ireland, Social Service Provider – Persons of Limited Means
Patty Talbot, Social Service Provider – Seniors
Caroline Lamb, Potential Transit User
Daniella Zaragoza, Metro

Unexcused absences:

RTC staff present:

Grace Blakeslee
Shannon Munz
Rachel Moriconi

Others present:

Jean Brocklebank, Live Oak Resident
Michael Lewis, Seniors Council
Janet Edwards, Live Oak Resident
Pat McVeigh, Live Oak Resident
Len Burns, Santa Cruz County Resident
Clair Fliesler, City of Santa Cruz
Joann Edmonds, City of Santa Cruz
Wondimu Mengistu, Metro
Ingrid Roberts, Caltrans District 5
Terri Persons, Caltrans District 5

2. Introductions

3. Oral communications

Chair Veronica Elsea announced that METRO has a new policy in affect starting November 2019 that provides free rides for visually impaired individuals on fixed route transit.

4. Additions or deletions to consent and regular agendas

E&D TAC Chair Veronica Elsea informed members that Item #18 will be moved to Item #12, Item #12 to Item #13, Item #16 to Item #14, Item #17 to Item #15, and Item #13 to Item #16.

CONSENT AGENDA

5. Approved minutes from August 12, 2019

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Received Appointments - None

9. Received Information Items

10. Accepted correspondence from the public – None

11. Received Pedestrian Hazard Reports

A motion (Ance/Lamb) was made to approve the consent agenda and the minutes as amended to remove reference to Cara Lamb expressing interest in the participating in the temporary, ad-hoc committee focused on intersection design. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Patty Talbot, and Caroline Lamb voting in favor. Member John Daugherty was not present for the vote.

REGULAR AGENDA

12. (Moved from Item 18) Caltrans District 5 Active Transportation Plan

Caltrans staff provided an overview of the Caltrans District 5 Active Transportation Plan. The plan will focus on bicycle, pedestrian and transit access on or near the State highways within District 5. The plan looks at pedestrian, bicycle and transit needs and gaps in facilities. Caltrans staff reviewed the draft plan goals and discussed how potential projects and concepts will be evaluated. Committee members inquired about how Caltrans is making this information available to individuals who are visually impaired. Caltrans staff recommended individuals who are not able to view the information on the website call their staff by phone.

Committee Member Deborah Benham noted that as part of the Scotts Valley Active Transportation Plan development concerns have been expressed about bicyclists and pedestrians at Highway 17 on and off ramps at Granite Creek Road and Scotts Valley Drive. Ms. Benham also requested that materials refer to pedestrian safety, in addition to bicycle safety. Chair Veronica Elsea inquired about the status of the Caltrans Statewide Accessibility Committee and suggested that Caltrans District 5 staff request input from the Statewide Accessibility Committee on the Caltrans District 5 Active Transportation Plan.

13. (Moved from Item 12) Received Program Updates

a. Volunteer Center

Member Tara Ireland provided information about outreach for new volunteer drives in San Lorenzo Valley.

b. Community Bridges

Member Kirk Ance announced that Lift Line purchased a property that will serve as the Community Bridges Lift Line operations facility.

c. Santa Cruz Metro

Vice Chair John Daugherty communicated that the paratransit operator training for recent hires is complete and new drivers will be providing service soon. Metro continues to recruit for new fixed route drivers. Daniel Zaragazo reported that ParaCruz recently had its 15th Birthday and that the current quarterly report demonstrated an improvement in on-time performance.

d. SCCRTC

Grace Blakeslee, Senior Transportation Planner, announced that the RTC held a public meeting on the Highway 1 Chanticleer Bicycle and Pedestrian Crossing and Highway 1 Bay/Porter Auxiliary Lane project. Also, the RTC awarded a contract to conduct an Alternative Analysis to evaluate transit uses on the Santa Cruz Branch Rail Line.

e. Special Projects

Chair Veronica Elsea reported that the temporary, ad-hoc committee focused on addressing the needs of seniors and people with disabilities in intersection design will be scheduling a meeting soon.

No action taken.

14. (Moved from Item 16) City of Santa Cruz JUMP Bikes

City of Santa Cruz staff, Clair Fliesler, provided an overview of the City of Santa Cruz JUMP Bike Program including usage, rules, and rider education. Claire Fliesler reviewed enforcement efforts related to JUMP Bikes not parked correctly, client education about where JUMP Bikes should be parked, and provided information

about how to report JUMP Bikes parked on sidewalks or being utilized incorrectly. Ms. Fliesler explained that parking a bike on the sidewalk in the absence of a bicycle rack is legal in Santa Cruz. Bikes and personal transportation devices may be locked free standing or to a fixed asset within 24' inches of the curb.

Chair Veronica Elsea expressed the safety concerns of individuals living with disabilities with JUMP Bikes parked on the sidewalk which can lead to visually impaired individuals bumping into JUMP Bikes on the sidewalk and JUMP Bikes parked on the sidewalk blocking wheelchair access. She also requested a system be put in place to allow visually impaired individuals to report JUMP Bikes blocking the sidewalk and receive a timely response. She recommended a more robust effort to inform JUMP Bike users that the sidewalk is not an appropriate place to park a JUMP Bike and violations for JUMP Bike users who block the sidewalk. Committee members discussed options for communicating back to the user immediately that they have violated parking rules and must be moved.

City of Santa Cruz staff informed members that they can email support@jumpbikes.com and cfliesler@cityofsantacruz.com. Committee members also requested that a phone number be established to report violations so people who do not have smart phone can report a violation and that the City of Santa Cruz work with the Police Department to respond to calls reporting JUMP Bike violations. Committee members discussed the option of requiring JUMP Bikes be parked at bike racks. Committee recommended that the Streets Smarts campaign include education about JUMP Bike parking and safety. Committee members requested that the JUMP Bike parking and the City of Santa Cruz parking ordinance be discussed at a future meeting.

No action taken.

15. (Moved from Item 17) City of Santa Cruz TDA Claim- Citywide Crosswalk Improvements

Grace Blakeslee, Senior Transportation Planner, reviewed the E&D TAC's role in reviewing Transportation Development Act (TDA) Claims. Claire Fliesler, City of Santa Cruz staff, reviewed the crosswalk improvements included in the City of Santa Cruz's TDA Claim. Ms. Fliesler informed the Committee that the TDA funds would serve to add additional crosswalk improvements funded by the Highway Safety Improvement Program (HSIP). The City is proposing to improve 22 unsignalized crosswalks on Soquel Ave, Seabright Ave, North Branciforte Ave, King St, Bay St, Alta Ave, Bethany Curve, and East Cliff Dr. Improvements include adding crosswalk markings, signs, access ramps, streetlights, sidewalk bulb-outs, and rapid-flashing beacons, and Rectangular Rapid Flashing Beacons (RRFB). The Committee requested that audible push buttons with RRFBs and requested that the City of Santa Cruz return to the E&D TAC with information about what push button equipment will be installed at crosswalks before construction moves forward.

A motion (Ance/Benham) was made to approve the City of Santa Cruz TDA Claim for citywide cross walk improvements in the amount of \$150,000 and to request that the City of Santa Cruz return to the E&D TAC with information about what push button will be installed at crosswalks. The motion passed unanimously, with

members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Patty Talbot, and Caroline Lamb voting in favor.

16. (Moved from Item 13) Programming Regional Transportation Funds

Rachel Moriconi, Senior Transportation Planner, reviewed the Regional Transportation Commissions' (RTC) role in programming State and Federal funds and the RTC's action in September 2019 to distribute regional transportation funds for FY19/20- FY21/22. Ms. Moriconi reviewed the projects proposed for funding by local jurisdictions, METRO, and RTC. The Committee discussed funding deadlines and project oversight.

A motion (Benham/Ireland) was made to recommend that the Regional Transportation Commission (RTC) approve projects to receive Regional Surface Transportation Program Exchange (RSTPX) funds and approve RTC regional projects to receive other state and federal formula funds, as summarized in the staff report. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Patty Talbot, and Caroline Lamb voting in favor.

17. (Moved from Item 14) Community Bridges Lift Line Amended FY19/20 TDA Claim

Grace Blakeslee, Senior Transportation Planner, described the Community Bridges-Lift Line amended claim and reviewed the RTC's September 2019 action indicating its intent to allocate \$100,000 per year of the RTC's population shares (PUC 99313) of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to hold in abeyance for three years the 2017 RTC policy that would have made 15-25% of the region's population shares of STA and SGR funds available for eligible community transportation projects and services.

A motion (Ireland/Cara) was made to approve the recommend that the Regional Transportation Commission (RTC) approve the Community Bridges Lift Line FY19/20 TDA Claim. The motion passed with members Deborah Benham, John Daugherty, Veronica Elsea, Tara Ireland, Patty Talbot, and Caroline Lamb voting in favor and Kirk Ance and Lisa Berkowitz abstaining.

18. (Moved from Item 15) Santa Cruz Metropolitan Transportation District Amended FY19/20 Claim

Grace Blakeslee, Senior Transportation Planner, described the METRO's amended claim for Transportation Development Act (TDA) and State Transit Assistance (STA) funds and described the RTC's September 2019 action which indicated its intent to allocate all but \$100,000 per year of the RTC's population shares (PUC 99313) of the FY19/20-FY21/22 State Transit Assistance (STA) funds to Metro, and 100% of the region's population shares (PUC 99313) of FY19/20-FY21/22 SB1-transit State of Good Repair funds to Santa Cruz METRO.

A motion (Ance/Berkowitz) was made to approve the recommend that the Regional Transportation Commission (RTC) approve the Santa Cruz Metropolitan Transit District FY19/20 TDA Claim. The motion passed unanimously, with members Kirk

Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Patty Talbot, and Caroline Lamb voting in favor and John Daugherty abstaining.

Meeting adjourned at approximately 3:43 pm.

The next E&D TAC meeting is scheduled for Tuesday, December 10, 2019 at 1:30 p.m. at the RTC Office at 1523 Pacific Ave., Santa Cruz.

Respectfully submitted, Grace Blakeslee, Staff

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2019/2020**

MONTH	FY18 - 19 ACTUAL REVENUE	FY19 - 20 ESTIMATE REVENUE	FY19 - 20 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	908,365	910,174	1,060,892	150,718	16.56%	116.56%
AUGUST	670,376	671,711	645,861	-25,850	-3.85%	107.89%
SEPTEMBER	886,090	887,855	905,653	17,798	2.00%	105.78%
OCTOBER	1,276,595	1,279,137	1,069,443	-209,694	-16.39%	98.21%
NOVEMBER	577,500	578,651	711,628	132,977	22.98%	101.52%
DECEMBER	905,920	907,724				
JANUARY	877,694	879,442				
FEBRUARY	816,270	817,896				
MARCH	861,435	863,150				
APRIL	847,201	848,888				
MAY	607,386	608,595				
JUNE	912,189	914,006				
TOTAL	10,147,019	10,167,228	4,393,477	65,950	0.65%	43%

Note:

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

*CONTACTS: Shannon Munz, Communications Specialist
(smunz@sccrtc.org)*

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

Santa Cruz County Regional Transportation Commission (RTC) November 7, 2019 Meeting Highlights

Public Participation Plan

The RTC adopted the Final 2019 Public Participation Plan. The RTC is required by federal and state regulations to prepare and maintain a public participation plan for the county to establish the process by which the public can participate in transportation planning, programming and project implementation including the development of the 2045 Santa Cruz County Regional Transportation Plan.

Amendments to the Fiscal Year (FY) 2019-20 Budget and Work Program

The RTC adopted a resolution amending the Fiscal Year (FY) 2019-20 Budget and Work Program. The fall budget incorporates prior year fund balances, new projects, and TDA apportionments.

Request to begin Environmental Phase of the Highway 1 Auxiliary Lanes between State Park Drive and Freedom Boulevard Project

The RTC approved authorizing the Executive Director to enter into negotiations with Caltrans for a cooperative agreement outlining the responsibilities of the RTC and Caltrans District 5 for the environmental phase of the Highway 1 State Park/Freedom Auxiliary Lanes and Bus on Shoulder Project and to issue a Request for Proposals (RFP) to procure a professional engineering consultant to prepare the preliminary engineering and environmental documentation.

Davenport Crossing Project Update

The RTC received an update to develop a pedestrian crossing of Highway 1 at Ocean Street in Davenport. The project is moving forwards as part of Phase II of the North Coast Rail Trail as the most effective approach for obtaining Caltrans approval of the desired improvements.

Santa Cruz Branch Rail Corridor- Phase 1 Bridge Repairs & Environmental Permitting Contract Award

The RTC approved authorizing the Executive Director to execute a contract with Harris & Associates for environmental permitting and analysis for storm damage sites 5 & 6, high-priority bridge repairs, and maintenance and preservation activities on the Santa Cruz Branch Rail Line.

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
12/02/19	99 S Branciforte Ave	Buena Vista Ave	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes	Our walks in our Seabright neighborhood are constantly blocked by inappropriately parked Jump Bikes. They are left in the middle of sidewalks, at corner crossings, etc. In today's case, one was parked blocking the pedestrian path from the bottom of Branciforte up to Buena Vista, another at the top. Both bikes were in the middle of the pathway. As a senior I am particularly concerned about pedestrian [and bicycle] safety for myself and others, particularly people in wheelchairs or those with baby strollers. It is imperative that the city work with Uber/Jump Bikes to ensure pedestrian safety is not compromised by irresponsible Jump bike users.	JUMP, Claire Fliesler	12/02/19	
11/24/19	Mission St.	Fair Ave	Santa Cruz	Ped: Other	The metal tree grate for one of the street trees lining Mission Street in front of the Safeway store is uplifted and presents a tripping hazard.	Nancy Cross (Caltrans)	11/25/19	
11/23/19	Mission St	N/A	Santa Cruz	Ped: Traffic signal problem, No crosswalk or striping	Improvements might include surface-mounted lights, signals to show pedestrians whether the lights are on and what color they are, stop lights, even audio instructions that are comprehensible over traffic noise. In any case, the current lights, which only provide a false sense of security, should be modified or eliminated. The photo shows that the pedestrian can't see the lights. The lights are high enough that some drivers can't see them, either. Drivers headed west in the afternoon would be blinded by the sun if they looked in the direction of the lights.	Nancy Cross (Caltrans)	11/25/19	
11/19/19	107 Glenview St	Baymount St	Santa Cruz	Ped: JUMP electric bikes	This JUMP bike has been attached to a fire hydrant since 13 November. As of 18 November it is still there. I have also sent a message to support@jumpbikes.com.	JUMP, Claire Fliesler	11/20/19	
11/11/19	Hanover St	Caledonia St	Santa Cruz	Ped: Plant overgrowth or interference	It is virtually impossible to walk on this section of the sidewalk. Instead we cross Hanover to continue walking east toward home. Lovely to look at but not easy to get through the growth. A wheelchair user would not be able to pass through.	Jim Burr, Claire Fleisler	11/12/19	11/13/19 Jim Burr: The City will initiate a vegetation nuisance abatement process.
11/10/19	1522 Pacific Ave	Locust St	Santa Cruz	Ped: Plant overgrowth or interference	Two people can no longer walk side by side because of the overgrown vegetation at the Cedar Street Parking Garage. Not a good situation for parents with children or two people who like each other.	Jim Burr, Claire Fleisler	11/12/19	11/12/19 Jim Burr: Thanks for reporting. Crews will respond.

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/10/19	East Cliff Dr	17th Ave	Twin Lakes	Ped: Other	Unsafe crosswalk at 17th & E. Cliff. For motorists turning right on the SB 17th Ave green light onto WB East Cliff Dr., there is limited sight distance of southbound pedestrians in the west crosswalk spanning E. Cliff Dr. Because the traffic signals face motorists and not the pedestrians, they also do not know that cars may be turning right & may not see them in time to avoid an accident. The intersection is offset due to the road configurations & the location of the crosswalk creates a serious hazard for pedestrians. I personally as well as others I know have nearly been hit in this crosswalk by cars turning right onto E. Cliff.	DPW	11/12/19	11/12/19 Jana Vargas: Good morning, We are in receipt of your email concerning the crosswalk at 17th Avenue & East Cliff Drive. I will forward your request to our Traffic Division for review and response. Thank you
11/07/19	Bay St	Mission St	Santa Cruz	Ped: Rough pavement or potholes	I almost fell and twisted my ankle as I crossed Bay street in this marked crosswalk. I was looking at the motor vehicles trying to be safe and not at my feet. This divot is very dangerous for pedestrians.	Jim Burr, Claire Fleisler	11/07/19	11/8/19 Jim Burr: Report has been forwarded to CalTrans for response.
07/15/19	115c Coral St	Hwy 9	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Debris on sidewalk, Lack of wheelchair access		Jim Burr, Claire Fleisler	07/15/19	
07/01/19	Hwy 236	East Hilton	Boulder Creek	Ped: Lighting problem, Traffic signal problem	Crosswalk at Hwy 236 and East Hilton Drive, Boulder Creek. This crosswalk is extremely dangerous for pedestrians. There is no stop sign or flashing/talking pedestrian signage. This location is right by where both Metro and school busses stop. I use this crosswalk almost daily to access the bus stops on either side of Hwy 236, and as a person who is blind and often traveling with my 2 small children, I end up waiting for long periods of time to cross the street while cars go by not stopping or noticing that anyone is waiting to cross. There is currently no flashing pedestrian beacon. A group of neighbors have already come together to share concern for this location, as there have been several "near misses" with kids using this location to board and de-board the school bus. I am requesting that an audible flashing pedestrian beacon be installed here. If you have any questions, please contact me at 831-741-6000 or niconak@gmail.com Thank you, Nicon Keesaw	Nancy Cross, Caltrans	07/01/19	

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
06/23/19	Hwy 9	Between Russell and Graham Hill	Felton	Ped: Bikeway not clearly marked, Lack of sidewalk, Other	Downtown Felton, Highway 9 corridor from traffic light south to about the Quick Stop Market. I'm concerned about the number of drivers I see swerving right to pass on the shoulder, specifically in downtown Felton. Friday afternoon I witnessed a motorist do this and almost hit someone in the crosswalk in front of WildRoots Market. It has become common practice for motorists driving through Felton to swerve right onto the shoulder. Its particularly hazardous when several cars in a row do this. I see motorists doing this in both directions, frequently taking all four wheels over the right hand road edge stripe.	Nancy Cross, Caltrans	06/24/19	
05/05/19	524 Ocean View Avenue	Between Soquel and Broadway	Santa Cruz	Ped: Plant overgrowth or interference	This is not a minor problem, nor is it urgent. Somewhere in between, because these flowers attract bees and pedestrians must take care not to inadvertently brush against them. We walk on this sidewalk at least three times a week.	Jim Burr, Claire Fleisler	05/06/19	
04/19/19	Seabright	Effey	Santa Cruz	Ped: Other	Drainage problem at this intersection. How does an unsighted person negotiate standing water in intersections? This picture was taken on April 15 about 1 pm.	Jim Burr, Claire Fleisler	04/22/19	

TO: Elderly & Disabled Technical Advisory Committee

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Highway 1 Corridor Investment Program Update

RECOMMENDATIONS

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee receive an update on the Highway 1 Corridor Investment Program.

BACKGROUND

The RTC, in cooperation with Caltrans and the Federal Highway Administration (FHWA), prepared a combined Environmental Impact Report/Environmental Assessment (EIR/EA) for the Tier I programmatic-level long range vision for the Highway 1 corridor and the Tier II (project level) 41st/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project. The Final EIR/EA was certified in January 2019.

In 2018 the RTC advanced and implemented the final design for the Highway 1 41st/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project to achieve project readiness for funding opportunities. Earlier this year the RTC entered into a Cooperative Agreement with Caltrans and awarded a consultant contract for the preliminary engineering and environmental phase of the Highway 1 Bay/Porter to State Park Auxiliary Lanes Project. Completion of the project level environmental document will help to demonstrate project readiness for future state and federal funding applications.

DISCUSSION

Below is an update on the Highway 1 Corridor Investment Program of projects under development. The projects include auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1. Fact sheets for the projects under development are included as [Attachment 1](#).

Highway 1 41st/Soquel Auxiliary Lanes Project

The final design and right of way phases are underway for the Highway 1 Auxiliary Lanes Project between the 41st Avenue and Soquel Avenue/Drive interchanges which includes construction of northbound and southbound auxiliary lanes and a new pedestrian and bicycle overcrossing at Chanticleer Avenue. The 95% Plans, Specifications, and Engineer's Estimate submittal to Caltrans is scheduled for end of

August. The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing at Chanticleer Avenue, which are being led by the County of Santa Cruz Real Property Division through an agreement with the RTC. A community meeting will be scheduled this fall to consider the aesthetic treatments for the new bridge.

Measure D and State Transportation Improvement Program (STIP) funds are being used for this project. By advancing the design, this project is expected to be ready for construction in 2020, dependent on construction funding. The current estimate for construction is \$34.8 Million (capital and support). Although Measure D funds can be used for the construction phase, additional funding is needed to fully fund the project by 2020. Staff is considering applying for Senate Bill 1 (SB1) programs, including Solutions for Congested Corridors Program (SCCP), Active Transportation Program (ATP) and Local Partnership Program (LPP) funds for construction of this project in Cycle 2. Cycle 2 will have a call for projects early next year and will program a total of \$700M of funds between the SCCP and LPP to transportation projects that are environmentally cleared and construction-ready within FY 20/21, 21/22 and 22/23.

Highway 1 Bay-Porter/State Park Auxiliary Lanes

The preliminary engineering and environmental phase of the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and State Park Drive interchanges is underway. This project proposes to construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and Park Avenue, and Park Avenue to State Park Drive interchanges on Highway 1, rehabilitate freeway pavement, construct drainage facilities, and construct retaining walls and soundwalls. The project also includes the replacement of the Capitola Avenue Overcrossing.

The RTC awarded a consultant contract and entered into a Cooperative Agreement with Caltrans at the June RTC meeting, with the RTC as the implementing agency for the environmental phase of the project. Since that time, the consultant began work on preparing the traffic studies and geometric design for the improvements. A kick-off meeting with the Project Development Team (PDT), consisting of RTC, Caltrans, County of Santa Cruz, City of Capitola, and consultants occurred on July 18, 2019. The Notice of Preparation (NOP) is being drafted and is expected to be released by Caltrans for public review this fall. Environmental clearance is scheduled to be complete in mid-2021.

The total cost for the project is estimated to be approximately \$83M (capital and support). The preliminary engineering and environmental phase, including the consultant contract for the preliminary engineering and environmental work, is funded by STIP and Measure D. The RTC received its STIP allocation of \$1.83 million for this phase of work at the August CTC meeting. The final design phase of this project is funded by Measure D. To fund construction, staff is targeting future cycles of SCCP and LPP, due to these programs now requiring environmental clearance to be obtained prior to the application deadline.

Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing

The Highway 1 bicycle and pedestrian overcrossing at Mar Vista Drive in Aptos will construct a new bridge connecting the north and south sides of Highway 1, improving connectivity to the active transportation network. The County of Santa Cruz Public Works Department is the implementing agency for this project. The project-level environmental analysis is scheduled to begin this year, which is funded by prior year's Regional Surface Transportation Program Exchange (RSTPX) program.

Highway 1 Bus on Shoulder

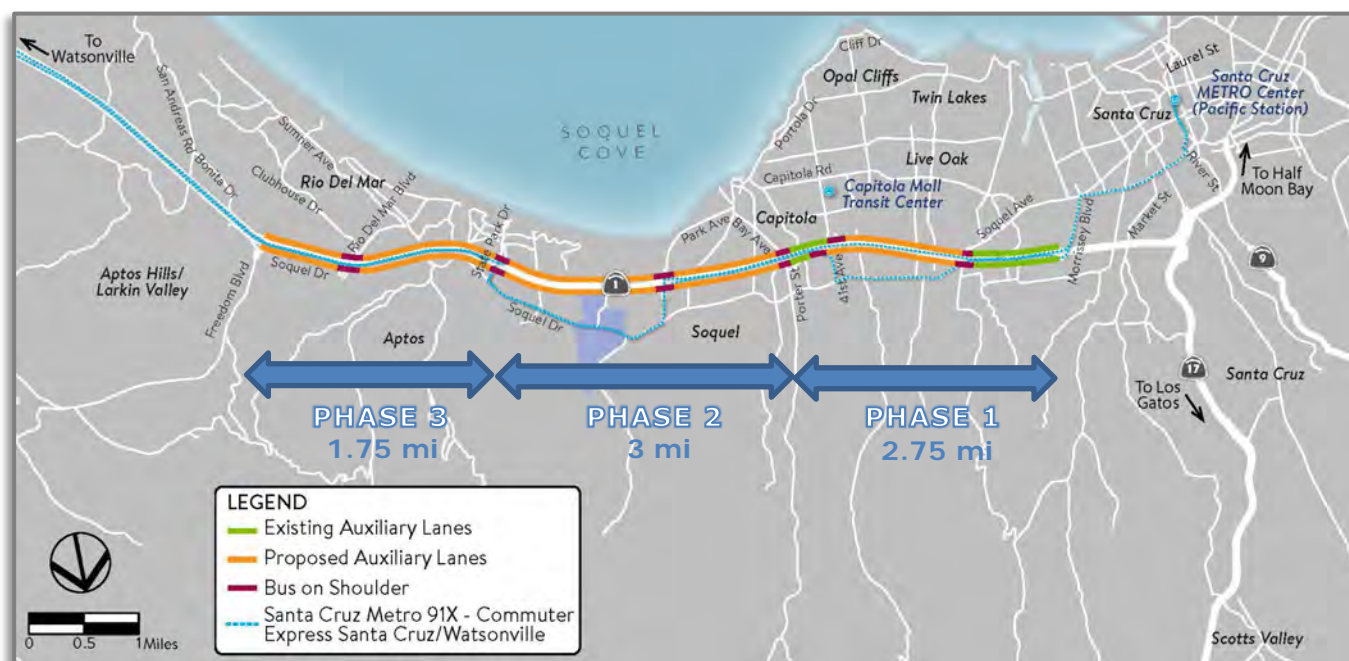
In August of 2018, the Santa Cruz Metropolitan Transit District (METRO) contributed \$50,000 for the RTC's Highway 1 design consultant to prepare the Concept of Operations (ConOps) for the Bus on Shoulder (BOS) facility on Highway 1 between Morrissey Boulevard and Freedom Boulevard. The ConOps was reviewed and accepted by Caltrans and the California Highway Patrol (CHP) earlier this year. A letter of support from Caltrans District 5 was received for the Bus on Shoulder Project, included as Attachment 2.

This will be the first bus on shoulder facility in the state, therefore standards do not exist for signing and pavement markings in the Manual for Uniform Traffic Control Device (MUTCD). Approval from the California Traffic Control Device Committee (CTCDC) for experimental use of non-standard signage and pavement markings was required in order to implement this project on the state highway system. Staff presented the project's signing and pavement marking concept to the committee at the August 8, 2019 meeting in Sacramento. The committee approved the signing and pavement markings for experimental use, and also granted approval to use red colored pavement in the future at the discretion of the project stakeholders (Caltrans, CHP, RTC, and METRO) if once operational enforcement issues are encountered, without having to come back to the committee for approval.

The Bus on Shoulder projects will be combined with the auxiliary lanes projects and implemented in phases. Two of the three phases of the Bus on Shoulder facility are under development:

- (1) Between the Morrissey Boulevard and Bay/Porter interchanges, in the final design phase included in the Highway 1 41st/Soquel Auxiliary Lanes Project, and
- (2) Between the Bay/Porter and State Park Drive interchanges, in the preliminary engineering and environmental phase included in the Highway 1 Bay-Porter/State Park Auxiliary Lanes Project.

The third and final phase of the Bus on Shoulder Facility between the State Park Drive and Freedom Boulevard interchanges will be implemented as part of future auxiliary lanes project(s). A map showing the phased implementation of the Bus on Shoulder Projects along Highway 1 are shown in the map below:



Future Projects

Staff is in the process of negotiating a Cooperative Agreement with Caltrans for the environmental phase of the next auxiliary lanes project to the south, between the State Park Drive and Freedom Boulevard interchanges. This project is consistent with the preferred scenario in the Unified Corridor Investment Study (UCS) adopted by the RTC earlier this year and would complete the auxiliary lanes projects in the program. Environmental clearance is a requirement for SCCP applications. Therefore, it is necessary to start this work soon in order to complete the environmental phase for SCCP Cycle 3 grant application deadlines, which is expected in about 27-months.

FISCAL IMPACT

This report is informational only and there are no new fiscal impacts. The various projects in the Highway 1 Corridor Investment Program are funded by a combination of funding sources, including STIP, Measure D, RSTPX, and Metro funds. In general Measure D and RTC-discretionary funds will be used to leverage state and federal grants to fully fund the projects through construction. Fiscal impacts for future decisions will be included when staff recommends actions on those proposed projects.

SUMMARY

An update on the Highway 1 Corridor Investment Program of projects was provided, including the auxiliary lanes, bus on shoulders, and bicycle and pedestrian bridges under development.

ATTACHMENTS

1. Highway 1 Project Fact Sheets
2. Highway 1 Bus on Shoulder Project Letter of Support from Caltrans
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Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive) and Chanticleer Bicycle/Pedestrian 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.

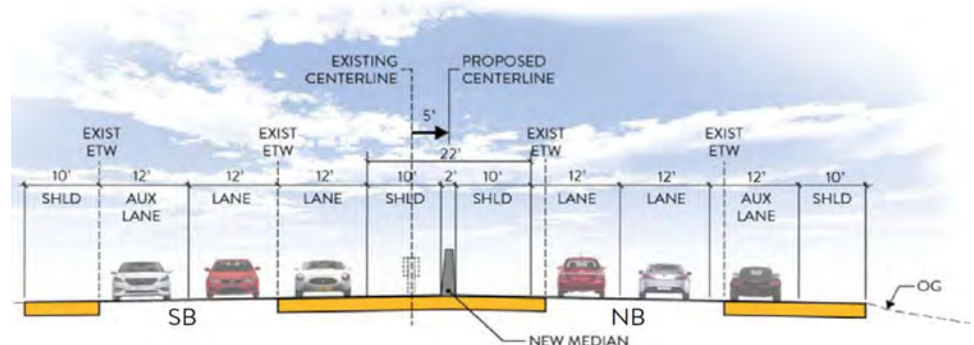
The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with 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.



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





Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive) and Chanticleer Bicycle/Pedestrian Overcrossing

Project Costs and Funding

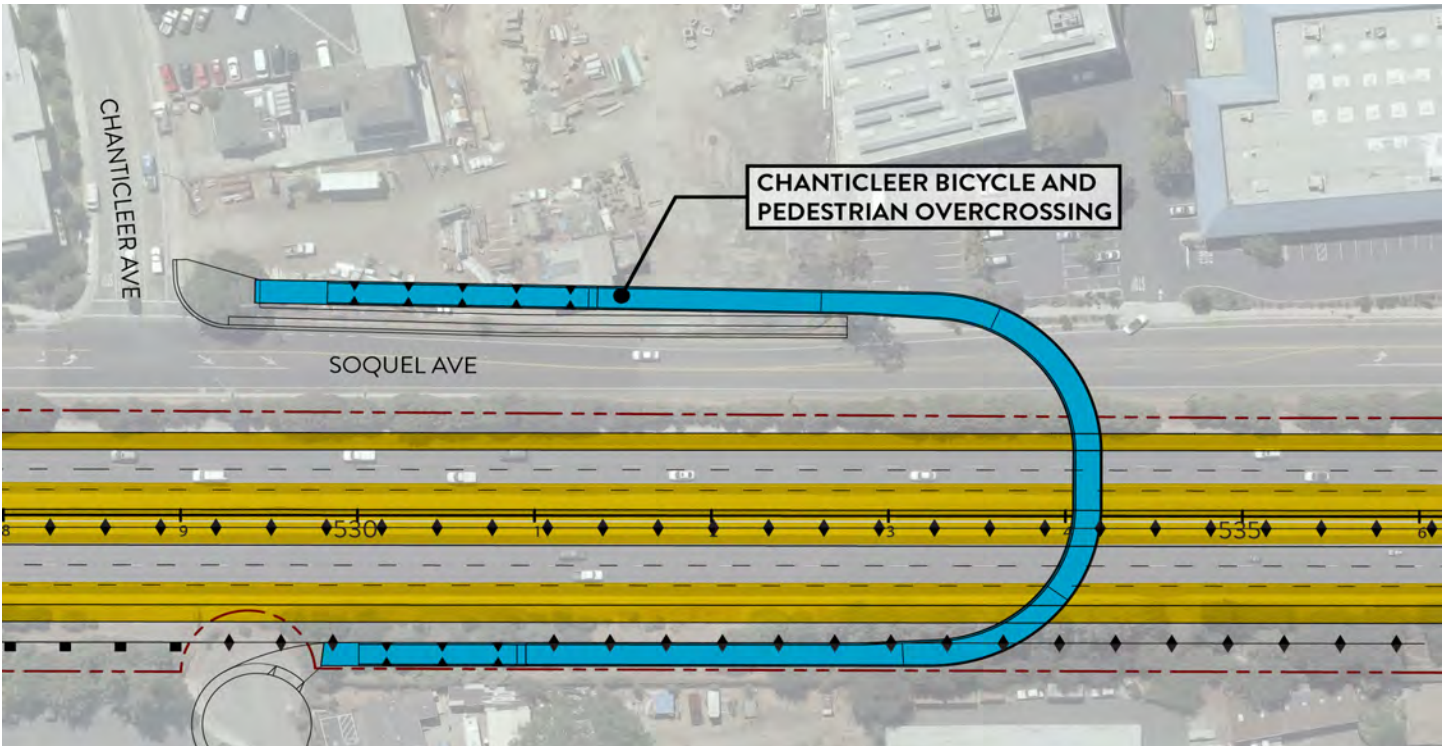
Estimated Project Cost	\$	34,300,000
Funding Sources		
Measure D (Highway)	\$	14,000,000
Other Secured	\$	6,000,000
Needed	\$	14,300,000



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





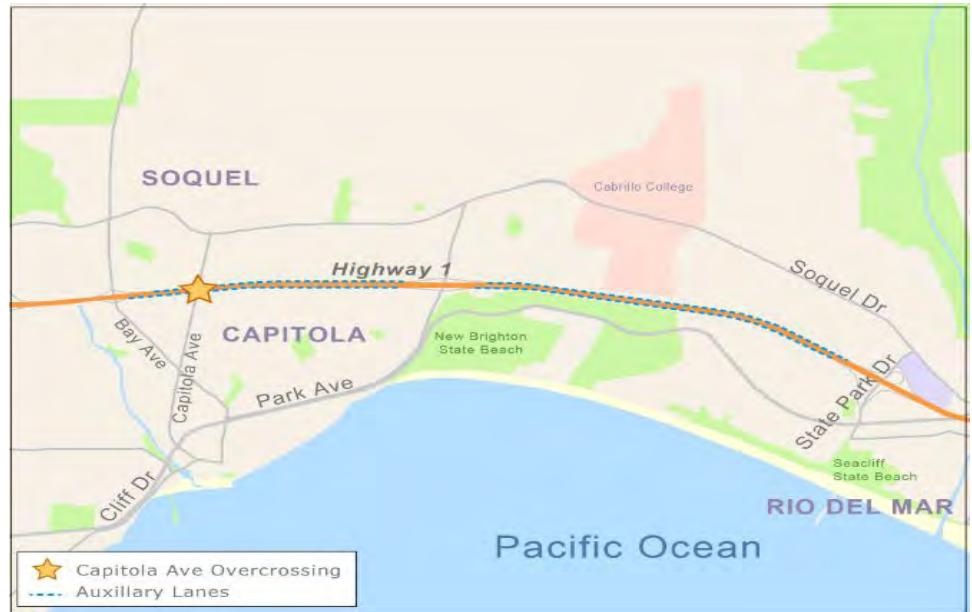
Highway 1 Auxiliary Lanes (Bay Avenue/Porter Street to State Park Drive) and Capitola Avenue Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes between the Bay Avenue/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.



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	I →					
Final Design (PS&E)*			I →			
Advertisement/ Award*				I →		
Construction*				I →		★

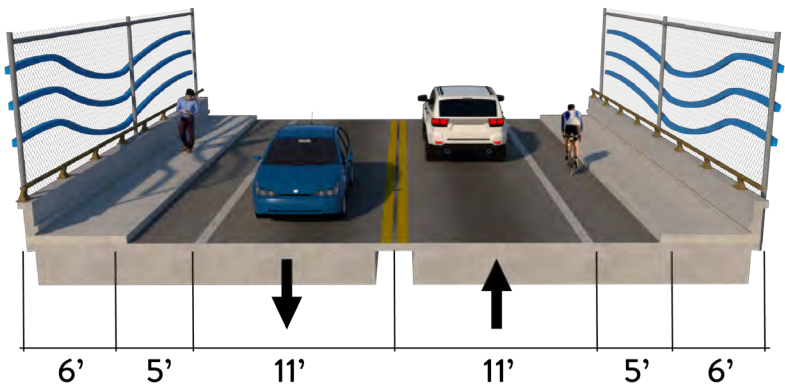
*Pending availability of funds



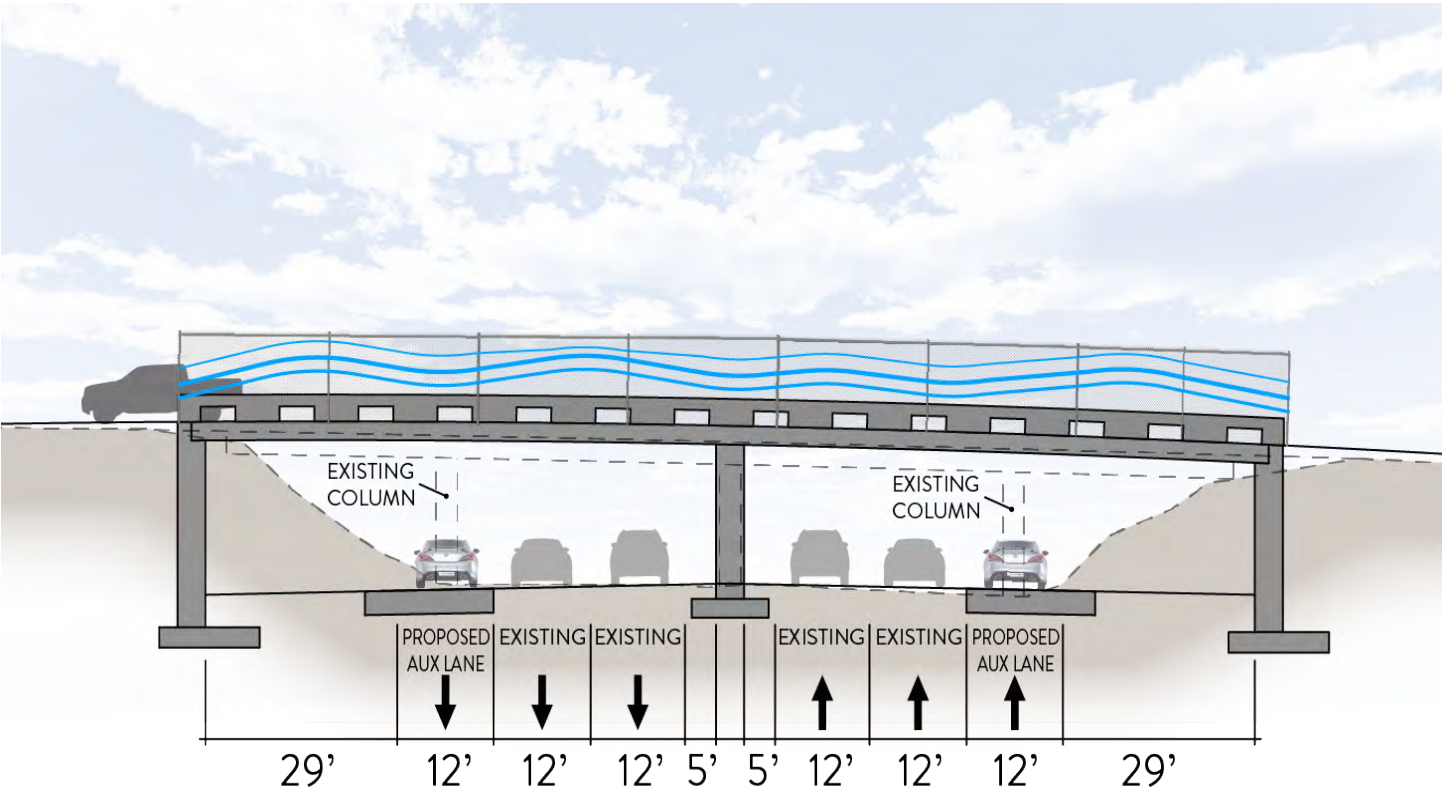
Highway 1 Auxiliary Lanes (Bay Avenue/Porter Street to State Park Drive) and Capitola Avenue Overcrossing

Project Costs and Funding

Estimated Project Cost	\$ 84,475,000
Funding Sources	
Measure D (Highway)	\$ 11,400,000
Other Secured	\$ 1,830,000
Need	\$ 71,245,000



Proposed Capitola Ave Overcrossing



Proposed Capitola Ave Overcrossing



Highway 1 Auxiliary Lanes (State Park Drive to Freedom Boulevard)

Project Description

The project will construct northbound and southbound auxiliary lanes between the State Park Drive and Freedom Boulevard interchanges, replace the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widen the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. 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 existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The new bridges will also be able to accommodate future high-capacity public transit and trail to improve multimodal transportation across the County. The new bridges, 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.



Project Highlights

- Improves traffic operations on Highway 1
- Reduces cut-through traffic diverting to local streets and neighborhoods
- Replaces two existing railroad bridges and widens the Aptos Creek bridge
- Accommodates future high-capacity public transit on the new railroad bridges
- Construction ready in 2023, pending fund availability

Project Schedule

PHASE	2020	2021	2022	2023	2024	2025
PE/Environmental	→					
Final Design (PS&E)		→				
Advertisement/ Award*				→		
Construction*					→	

*Pending Availability of Funds



Highway 1 Auxiliary Lanes (State Park Drive to Freedom Boulevard)

Project Costs and Funding

Estimated Project Cost	\$ 117,660,000
Funding Sources	
Measure D	\$
Other Secured	\$
Needed	\$ 117,660,000



Rendering of new rail road bridge



Highway 1 Bus-on-Shoulder Project

Project Description

Bus operations along the congested portions of Highway 1 pose a significant challenge for Santa Cruz METRO as the agency works to keep public transit competitive with single-occupant vehicles in the same traffic conditions. To address this problem, several state transit agencies, in collaboration with their Department of Transportation partners, have implemented bus-on-shoulder (BOS) operations during peak congestion periods as an innovative approach to reduce greenhouse gas emissions, improve transit travel time and reliability, and increase transit ridership.

Assembly Bill 946 was passed in 2013 allowing Monterey and Santa Cruz counties to operate buses on the shoulders of Highway 1. A feasibility study for operating buses on the shoulders of Highway 1 in Monterey and Santa Cruz counties was conducted by Monterey-Salinas Transit (MST) in cooperation with Caltrans, California Highway Patrol (CHP), Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (RTC), METRO and local jurisdictions. Key findings from the feasibility study were that congestion and unreliability keep METRO from using Highway 1 more extensively for bus services; Highway 1 shoulders lack the width and pavement structural section to support bus-on-shoulder operations without significant construction; and the existing and planned auxiliary lanes provide an opportunity for bus-on-shoulder operations and should be implemented in coordination with each of the auxiliary lane projects.



Project Highlights

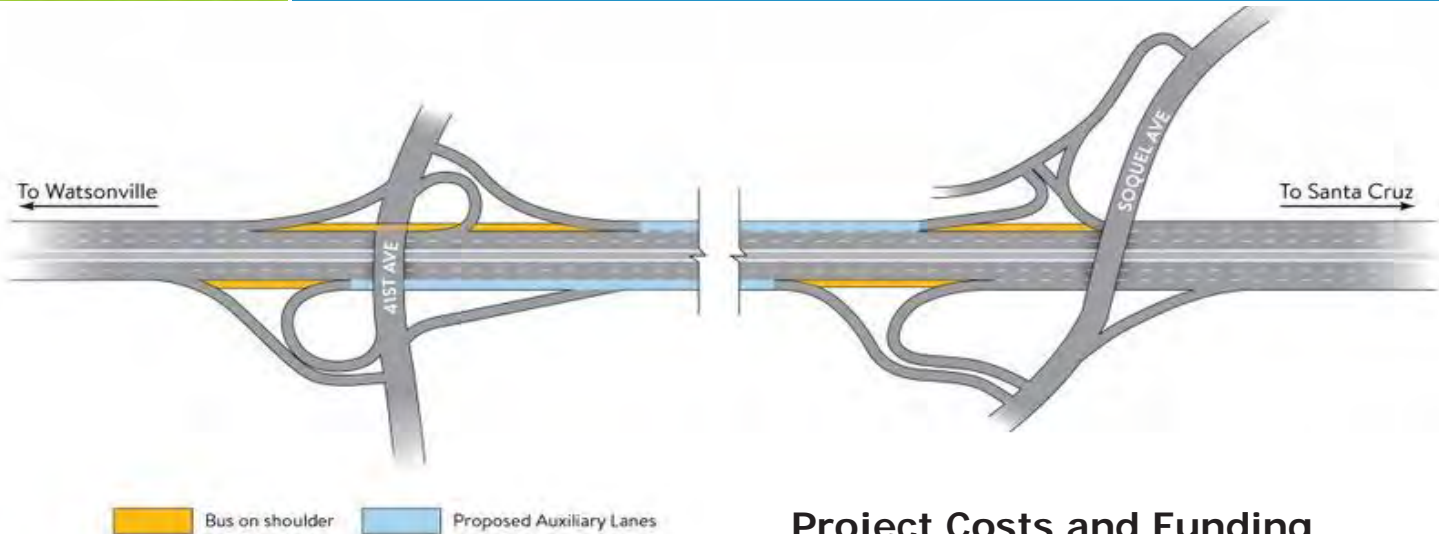
- ▶ Cost-effective solution to achieve transit travel time and reliability improvements in the near-term
- ▶ Buses will travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Bus-on-Shoulder elements will be constructed with the future auxiliary lanes projects planned on Highway 1
- ▶ Reduces Greenhouse Gases (GHG)



Source: Chicago Tribune



Highway 1 Bus-on-Shoulder Project



Project Costs and Funding

Estimated Project Cost	\$ 8,777M
Funding Sources	
Measure D	\$ 0
Other Secured	\$ 277M
Need	\$ 8,500M

Project Schedule

PHASE	2018	2019	2020	2021	2022	2023	2024
Feasibility Study	→						
Concept of Operations	→						
Morrissey Boulevard to Bay Street/Porter Street							
PE/Environmental		→					
Final Design (PS&E)*		→					
Advertisement/Award*			→				
Construction*				→			
Bay Street/Porter Street to State Park Drive							
PE/Environmental*		→					
Final Design (PS&E)*			→				
Advertisement/Award*				→			
Construction*					→		
State Park Drive to Freedom Boulevard - TBD							



Improving the Quality of Transit



*Pending availability of funds

AGENDA: December 10, 2019

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Senior Transportation Planner

RE: North Coast Rail Trail- Project Update

RECOMMENDATIONS

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee receive an update on the North Coast Rail Trail project.

BACKGROUND

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail's (MBSST) rail trail spine between Wilder Ranch and Davenport. Segment 5 is divided into two phases. Phase I is funded and spans 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes improved parking lots and connections to the trail at Davenport and Panther/Yellowbank Beach, access improvements from the Bonny Doon Beach parking lot to the trail, and a pedestrian crosswalk in Davenport. The North Coast Rail Trail fact sheet is included as Attachment 1.

DISCUSSION

The RTC certified the Final Environmental Impact Report for the North Coast Rail Trail Project on March 7, 2019. The Federal Highway Administration Central Federal Lands (CFL) division is leading the design and construction of the NCRT project and completed a second field survey in September 2019 at 50% design. The project alignment can be seen on the RTC website at:

https://sccrtc.org/wp-content/uploads/2019/03/NCRT/NCRT_FEIR_Proposed_Project_Map.pdf

RTC is working closely with CFL to advance the project design and prepare applications to obtain environmental resource agency permits and approvals from the California Coastal Commission, and the California Public Utilities Commission.

Phase I of the North Coast Rail Trail is scheduled to go to construction in August 2021. Phase II will be built at the same time should funding be secured. Existing funding for design, environmental studies, construction, construction engineering, management and permitting for this project comes from Federal Lands Access Program, the California Coastal Conservancy, Measure D and the Land Trust of Santa Cruz County. RTC recently submitted a grant application to the California Natural Resources Agency for \$4.0 million in Proposition 68 funding for construction

funding for Phase II, with the exception of funding for the Davenport Crossing. RTC staff and the County of Santa Cruz staff are proposing to program funding to the Davenport Crossing to allow for construction of the crossing concurrent with construction of the trail from Yellowbank/Panther to Davenport and the three parking lots, should the Proposition 68 grant be awarded. If funding for Phase II is not secured and cannot be constructed with Phase I, RTC will work with the County of Santa Cruz to explore options for funding the Davenport Parking Lot and Davenport Crossing independent of Segment 5- Phase II.

SUMMARY

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail's (MBSST) rail trail spine between Wilder Ranch and Davenport. Phase I of the North Coast Rail Trail is scheduled to go to construction in August 2021. Phase II, which includes the Davenport Crossing, will be built at the same time should funding be secured.

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TO: RTC Advisory Committees

FROM: Rachel Moriconi, Transportation Planner and
Fernanda Dias Pini, Planning Technician

REGARDING: Draft 2020 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) members identify State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2020.

BACKGROUND

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

DISCUSSION

Staff is in the process of developing the RTC's 2020 State and Federal Legislative Programs (Attachment 1). New items that were not included in the 2019 Legislative Programs are shown with an asterisk or underline. **Staff recommends that the RTC's advisory committees provide input on the draft legislative priorities and identify any additional issues that the RTC should consider, monitor, or pursue in 2020. Committee members can provide suggestions either at this meeting or by emailing rmoriconi@sccrtc.org by January 6, 2020.** The RTC board is expected to approve the State and Federal Legislative Programs at its January or February 2020 meeting.

The RTC legislative program is used to advance key goals and targets in the *2040 Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability – improving multimodal access and mobility, safety, maintenance of existing transportation infrastructure and services, cost effectiveness, and equity. The draft 2020 legislative program also focuses on advancing regional projects.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission directly (e.g. Commission responsibilities, policies or operations)

Staff will continue working to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

The California Legislature will reconvene from winter recess on January 6, 2020 to begin the second year of a new two-year session. Issues anticipated to be discussed during the 2020 state legislative session include housing and transportation connections, climate change, transit funding eligibility, speed limits and safety, options for streamlining and expediting project delivery, and incentivizing alternative modes of transportation. There are rumors that the legislature may also revisit SB375, which could impact the Monterey Bay Area Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS), greenhouse gas emission reduction targets, transportation and land use. Staff will also be monitoring implementation of Governor Newsom's Executive Order 19-19, which aims to increase efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change, bolster available funding to promote alternative and active modes of transportation, support housing development near job- and transit-centers, and reduce vehicle miles traveled.

The focus on the federal level will be on reauthorization of the multiyear federal transportation act. The current Fixing America's Surface Transportation (FAST) Act expires in September 2020. Components of the reauthorization bill are working their way through several congressional committees. If approved by Congress, the Senate Environment and Public Works (EPW) Committee's proposed FAST reauthorization bill, the *America's Transportation Infrastructure Act of 2019*, would be the largest highway reauthorization legislation in history - \$287 billion from the Highway Trust Fund over five years. In addition to reauthorizing and increasing funding for long-standing programs (including increased set-asides for transportation alternatives), the bill includes new competitive grants for bridges, safety incentive programs, wildlife-vehicle collision reduction grant program, roads and bridges climate resiliency program, and funds to states to support projects aimed at lowering highway-related carbon emissions. A key issue for reauthorization is how the bill will be funded.

SUMMARY

Committee members are encouraged to review and inform staff of any changes the RTC should consider for its 2020 Legislative Program.

Attachment 1: Preliminary Draft 2020 Legislative Program

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PROPOSED CHANGES FROM 2019 NOTED WITH UNDERLINE OR STRIKEOUT

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
 - Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. **Support protection of all current and future taxes and fees and other transportation funds** (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration to ensure that distribution of sales taxes on online sales do not negatively impact TDA-LTF and local sales tax measure revenues.
 - Continue to monitor legislative and regulatory efforts to conform state law to ensure that implementation of the *South Dakota v. Wayfair* ruling increase transportation funding from local-option sales taxes (METRO and Measure D), TDA, other County of Santa Cruz and city resources.
 - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
 - Support new funding for transportation agencies to offset the cost of implementing climate change initiatives and ensure that implementation of the Innovative Clean Transit regulation requiring transition to zero-emission bus fleets and accompanying infrastructure does not result in decreased transit service.
- **Ensure Fair Distribution of Funding:**
 - Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multimodal projects in Santa Cruz County, that address local and regional priorities.
 - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority,

protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs; and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.

- **State Transportation Improvement Program (STIP):** Ensure equitable programming and allocation of STIP funds.
- **“Disadvantaged Communities” Definition:** Broaden the definition of “disadvantaged communities” (DACs) in order to ensure that projects that benefit low-income and other transportation disadvantaged residents of Santa Cruz County are not excluded from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, active transportation bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing, and infrastructure financing districts.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. *(SB83 cleanup)*
 - **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. Support actions which would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).
 - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban and rural funding pots. Support efforts to simplify the Active Transportation Program (ATP) project delivery, build local capacity to deliver transformative projects, and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations
 - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
 - Ensure continued funding for low and zero emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
 - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- **Support options to replace the loss of redevelopment funding**, to support economic development and affordable housing consistent with sustainable community strategies.
- Support legislation to increase the availability of **funding at the regional level to help implement sustainable community strategies**, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation
 - Transit projects
 - Santa Cruz Branch Rail Line
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
 - Soquel Avenue-Freedom Boulevard Corridor
- **Transportation Development Act (TDA):**
 - Monitor potential modifications to the TDA, including fare-box recovery requirements, and ensure funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County are not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning. Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics relating to farebox recovery. Explore the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.

Project Implementation

- **Streamlining & Expediting Project Delivery:** Support administrative and/or legislative efforts to streamline funding applications, simplify program administration and other efforts that modernize and accelerate project delivery.
 - Support the development of greater efficiencies of transportation program implementation, including California Environmental Quality Act (CEQA) reform and stormwater runoff regulations to streamline both project development and delivery for transportation and transit projects, and eliminating any unnecessary, overly burdensome and/or duplicative mandates.
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects,

- efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
- Support delegation of National Environmental Policy Act (NEPA) review and fund allocation responsibilities to Caltrans, environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery.
 - Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB 32 and SB 375, as well as other state and federal air quality mandates and mobility performance measures.
- **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
 - **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
 - **SHOPP Program:** Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
 - Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.
 - **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
 - **Active Transportation Facilities:** Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures (e.g. buffered or protected bike lanes); increasing funds to provide resources necessary for First/Last Mile improvements; Safe Routes to School Programs; and providing additional direction and consistency for accessible pedestrian design.
 - **Land Use/Housing/Transportation Coordination:** Encourage new developments to incentivize active transportation and bus use. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Oppose SB50 (Wiener), unless amended, to protect locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas.
 - **Administrative:** Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small regional agencies.

- Support efforts to extend timeframe between required *Regional Transportation Plan* updates.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- **Commuter Programs:** Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement and support modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, proposals that would allow local jurisdictions to reduce speed limits on both local roads and state highways and work with state representatives and the Zero Traffic Fatalities Task Force to modify the California Vehicle Code to allow for prima facie speed limits of 25 mph on state highways that function as main streets, especially in business and school zones, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists. Support commercial driver, bus driver, motorist, and bicyclist Safe Routes to Schools training and education programs which reduce collisions.
- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility, while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification. Support reduced utility pricing for public transit electric vehicle fleets.
- **Resilience:** Support programs and increased funding necessary for communities to have resilient transportation infrastructure designed with the consequences of climate change and resulting natural disasters in mind. Monitor implementation efforts of Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions, and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes.

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Santa Cruz County Regional Transportation Commission

PRELIMINARY DRAFT

2020 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Transit operations and capital projects
 - Local street and roadway preservation
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - 511 implementation
- **Stabilize and Increase Funding**
 - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Support increase and index of federal fuel taxes that are available for projects in Santa Cruz County.
 - **Infrastructure Initiative:** Ensure any new infrastructure funding initiative increases transportation investment opportunities for projects in Santa Cruz County, including funding for the existing Surface Transportation Block Grant Program (STBG) and Highway Safety Improvement Program (HSIP) programs and formula fund programs. Any infrastructure package should adhere to traditional match requirements, so as not to disadvantage projects in Santa Cruz County in accessing those funds. The initiative should include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund and not be offset by reductions to other federal programs serving Santa Cruz County residents.
 - Support federal grant or pilot programs for comprehensive planning that supports **Transit Oriented Development (TOD)** opportunities to connect housing, jobs, and mixed-use development with transportation options.
 - **BUILD:** Maintain the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) grant program at or above current levels.
 - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund (HTF) and Mass Transportation Account. Without any new sources of dedicated revenue, the HTF would need an infusion of over \$100 billion from the General Fund simply to fund highway and transit programs at their current levels from 2021 through 2025.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
 - **Defend Fiscal Year 2019/2020 appropriations.** Ensure that Congress appropriates funding consistent with amounts authorized in the Fixing America's Surface Transportation (FAST) Act.
 - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
 - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
 - Oppose efforts to withhold federal funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from "sanctuary" jurisdictions.
- **Disaster Recovery:** Work with local and state partners to ensure federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and

recovery efforts. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.

- **Protect and expand transportation fringe benefits.** Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
- **Transportation Act Implementation and Reauthorization**
 - Support legislation and administrative strategies to implement a fully funded federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that U.S. Department of Transportation (DOT) implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on local projects and programs.
 - **Reauthorization:** As Congress works on reauthorization of the FAST Act, which expires in September 2020, support a long-term reauthorization of the Act with increases to programs that provide funds for projects in Santa Cruz County.
 - **Active Transportation:** Support continued funding for pedestrian and bicycle projects.
 - **Transit:** Support increased funding for transit, including continued and accelerated growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, funding for Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs, and support tax credits for the purchase of electric buses.
 - Support a reauthorization bill that includes incentive funding to reward self-help jurisdictions.
 - Oppose **unfunded mandates** and support legislation that provides funding for past mandates.
- **Performance Measures:** Support development of appropriate performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing and funding to successfully implement state and federal performance-based planning and management requirements.
- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation, expand eligibility for CMAQ and other funding programs to Santa Cruz County. Support funding and coordination of vehicle electrification planning and infrastructure. Defend against rollbacks of California's air quality and climate change laws and regulation, such as fuel efficiency standards and cap-and-trade programs.
- **Climate Change and Resiliency:** Strengthen federal partnership to support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storm, fire, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
- **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.

- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.

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TO: Regional Transportation Commission Advisory Committee

FROM: Brianna Goodman and Ginger Dykaar, Transportation Planners

RE: 2045 Santa Cruz County Regional Transportation Plan - Goals, Policies and Targets

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee:

1. Receive information on the development of the 2045 Regional Transportation Plan (RTP); and
 2. Provide input on the draft goals, policies and targets of the 2045 RTP.
-

BACKGROUND

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component to project implementation as it provides a forum for setting the direction of transportation in our county over the next 20 plus years, it positions our community to receive federal, state or local funding for projects, and helps facilitate collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current 2040 RTP was adopted by RTC in June 2018 at the same time as the 2040 MTP/SCS was adopted by AMBAG and the 2040 RTPs by Transportation Agency for Monterey County (TAMC) and San Benito Council of Governments (SBCOG).

DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2022. These documents will provide transportation plans through 2045 and will be referred to as the 2045 RTP and 2045 MTP/SCS. The RTP and AMBAG MTP/SCS are being updated after four years based on state law requirements to update the RTP every four or five years and SB 375 requirements to sync the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

2045 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements; the Policy Element, the Financial Element, and the Action Element.

- The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
- The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs over the next 20 plus years.
- The Action Element of the RTP identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained) and which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The draft work plan for the 2045 RTP is outlined in **Attachment 1** and the schedule in **Attachment 2**.

Policy Element

The 2045 Santa Cruz County Regional Transportation Plan, through its goals and policies, sets forth a triple-bottom line sustainability framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the natural environment and promotes investment in the local economy. The triple bottom line concept of sustainability starts with the development of the goals and policies which are then used to define the priority list of projects.

The draft goals, policies and targets were slightly revised from the 2040 RTP goals, to shift their function from forecasting based on the constrained project list to monitoring trends in real time in order to measure progress toward the RTP goals. Performance measures were also revised based on Federal requirements from the FAST Act for State Departments of Transportation and Metropolitan Transportation Agencies to report on performance of their transportation systems. Although RTC is not required to report the performance of these measures, the 2045 RTP performance measures and targets were revised to be consistent with this legislation. Several policies were also added to reflect increased focus at the state

level on goods movement, transportation system security, and transportation system resiliency in the face of climate change.

Staff recommends that the RTC Advisory Committee provide input on the Goals, Policies and Targets of the 2045 RTP.

SUMMARY

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP is planned for adoption in June 2022 in coordination with AMBAG and the 2045 MTP/SCS. RTC staff requests input from RTC Advisory Committees on the draft goals, policies and targets for the 2045 RTP.

Attachments:

1. 2045 RTP Work Plan
2. 2045 RTP Schedule
3. Draft Goals, Policies and Targets

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2045 Santa Cruz County Regional Transportation Plan (RTP) Work Plan

1. *Develop Work Plan and Public Participation Plan (PPP)*
 - a. Seek RTC input on work plan for the RTP
 - b. Collaborate with AMBAG and the other RTPAs (TAMC, SBCOG) on the 2019 Public Participation Plan that serves as the PPP for the AMBAG region and the PPP for the RTC as well as the other RTPAs in the Monterey Bay region. Assure the PPP meets requirements of the 2017 California Transportation Commission RTP guidelines, SB 375 and MAP-21 requirements for public participation
 - c. Seek adoption of the Public Participation Plan by the RTC
2. *Coordination with Partner Agencies*
 - a. Meet regularly with Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and San Benito Council of Governments (SBCOG) to discuss development of the 2045 Regional Transportation Plans (RTPs) and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)
 - b. Provide data to AMBAG as necessary to incorporate Santa Cruz County projects into the AMBAG regional travel demand model (RTDM) and the AMBAG region 2045 MTP/SCS
 - c. Review draft 2045 MTP/SCS produced by AMBAG
3. *Public Outreach and Involvement*
 - a. Utilize the 2019 Public Participation Plan to guide public and stakeholder participation in development of the 2045 RTP
 - b. Develop outreach materials throughout RTP development including fact sheets, web pages, web news, email notices, news releases
 - c. Encourage public participation on the main elements of the RTP, includes soliciting input from RTC Advisory Committees, interest groups, and the general public
 - d. With AMBAG as the lead, coordinate the consultation with resource agencies as required by the RTP Guidelines
 - e. Consult with local jurisdictions public works and planning staff, Caltrans, UCSC transportation staff, METRO staff, and other project sponsors
 - f. Assist AMBAG with public workshops regarding investment priorities for 2045 RTP and MTP/SCS
 - g. Analyze feedback and update the regional transportation plan where appropriate based on comments received
4. *Review Policy Element - Goals, Policies, Performance Measures*
 - a. Update goals, policies, and performance measures to incorporate lessons learned from 2040 RTP and 2017 RTP guidelines as needed
 - b. Review and incorporate new transportation act requirements as appropriate
 - c. Update performance measures to inform evaluation criteria for funds distributed by RTC (e.g. STIP, STBG, transit, and other funds)
 - d. Ensure policies are consistent with SCS
 - e. Review goals, policies, and performance measures with RTC, RTC committees, and the public
 - f. Recommend changes to goals, policies, and performance measures based on input received

- g. Seek RTC approval of draft goals, policies, and performance measures and provide to AMBAG and EIR Consultant
5. *Update Financial Element – Revenue and Cost Projections*
- a. Identify funding sources available (dedicated and discretionary), including sources used by project sponsors to operate, maintain, and construct transportation projects and programs
 - b. Identify any new potential funding sources
 - c. Coordinate with AMBAG, TAMC and SBCOG to establish assumptions for financial projections and develop projections
 - d. Update financial projections through 2045
 - e. Escalate project and program costs to expected year of delivery
 - f. Review funding projections and assumptions with RTC board
 - g. Provide financial projections to EIR consultant
 - h. Include updated discussion about state and federal funding trends
6. *Update Action Element – Project List*
- a. Solicit project ideas and costs from local jurisdictions and other project sponsors, public, RTC Advisory Committees
 - b. Incorporate projects and policies from regional/corridor/subregional studies into development of the RTP. Studies include, but aren't limited to:
 - i. Unified Corridor Investment Study,
 - ii. Measure D Implementation Plan,
 - iii. Highway 9 – San Lorenzo Valley Complete Streets Corridor Plan,
 - iv. Central Coast Highway 1 Climate Resiliency Study,
 - v. Santa Cruz County Strategic Plan
 - vi. California Transportation Plan,
 - vii. Caltrans: Freight Plans, Asset Management Plan and 10-Year Project Book, State Rail Plan, Bike and Ped Plan, etc.
 - viii. Short Range Transit Plans, Santa Cruz METRO Strategic Business Plan, and Santa Cruz Branch Rail Line Alternatives Analysis,
 - ix. Active Transportation Plans/Studies,
 - x. Airport Planning Studies,
 - xi. Transportation Demand Management Studies
 - c. Work with AMBAG to provide input on the database for organizing project lists and update project list database
 - d. Develop complete list of projects (both constrained and unconstrained)
 - e. Evaluate projects for consistency with goals and policies, SCS, and local plans
 - f. Seek approval from RTC on 2045 RTP complete project list
 - g. Work with AMBAG on scenario analysis to differentiate financially constrained and unconstrained projects
 - h. Create draft Constrained and Unconstrained Project Lists, with input from RTC, RTC Advisory Committees, project sponsors, stakeholders and members of the public.
 - i. Assist AMBAG with public workshops for public input on constrained project list
 - j. Seek input and approval from RTC on constrained project list
 - k. Assign projects to time frames evaluated in plan

7. *Plan Performance*

- a. Plan performance of the AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy will be evaluated for the tri-county region and this analysis will be referred to in the 2045 Santa Cruz County Regional Transportation Plan
- b. For the 2045 MTP/SCS, VMT and GHG measures will be analyzed by AMBAG using the regional travel demand model (RTDM) to assess ability to meet revised SB 375 targets for the AMBAG region.
- c. Santa Cruz County VMT and GHG reductions will be provided by AMBAG from the RTDM results to assess performance of the 2045 Santa Cruz County Regional Transportation Plan
- d. Baseline performance monitoring will be discussed based on available data
- e. Other RTC specific performance measures will be updated to inform evaluation criteria for funds distributed by RTC (e.g. STIP, STBG, transit, and other funds) but will not be analyzed for plan performance

8. *2045 RTP Document*

- a. Updates and revisions will be made to the 2018 RTP document
- b. Discuss revised California Air Resource Board Targets for AMBAG region
- c. Information from new transportation related studies will be incorporated, where appropriate
- d. Previously collected data will be updated, as needed
- e. Revise text to address new state and federal requirements
- f. Include discussion on Measure D projects being implemented
- g. Release draft for public review
- h. Recommend changes for Final based on input received
- i. Prepare Final RTP

9. *Environmental Impact Report (EIR) Preparation*

- a. Develop Agreement with AMBAG for EIR for the 2045 MTP/SCS and RTPs of Santa Cruz County, Monterey County and San Benito County with approval from the RTC
- b. Meet regularly with AMBAG, TAMC, SBCOG and consultant to discuss development of EIR for 2045 MTP/SCS and RTPs
- c. Address all CEQA updates since 2040 MTP/RTP adopt;
- d. Review notice of preparation (NOP) for EIR
- e. Review draft EIR
- f. Prepare consideration of Final EIR for RTP

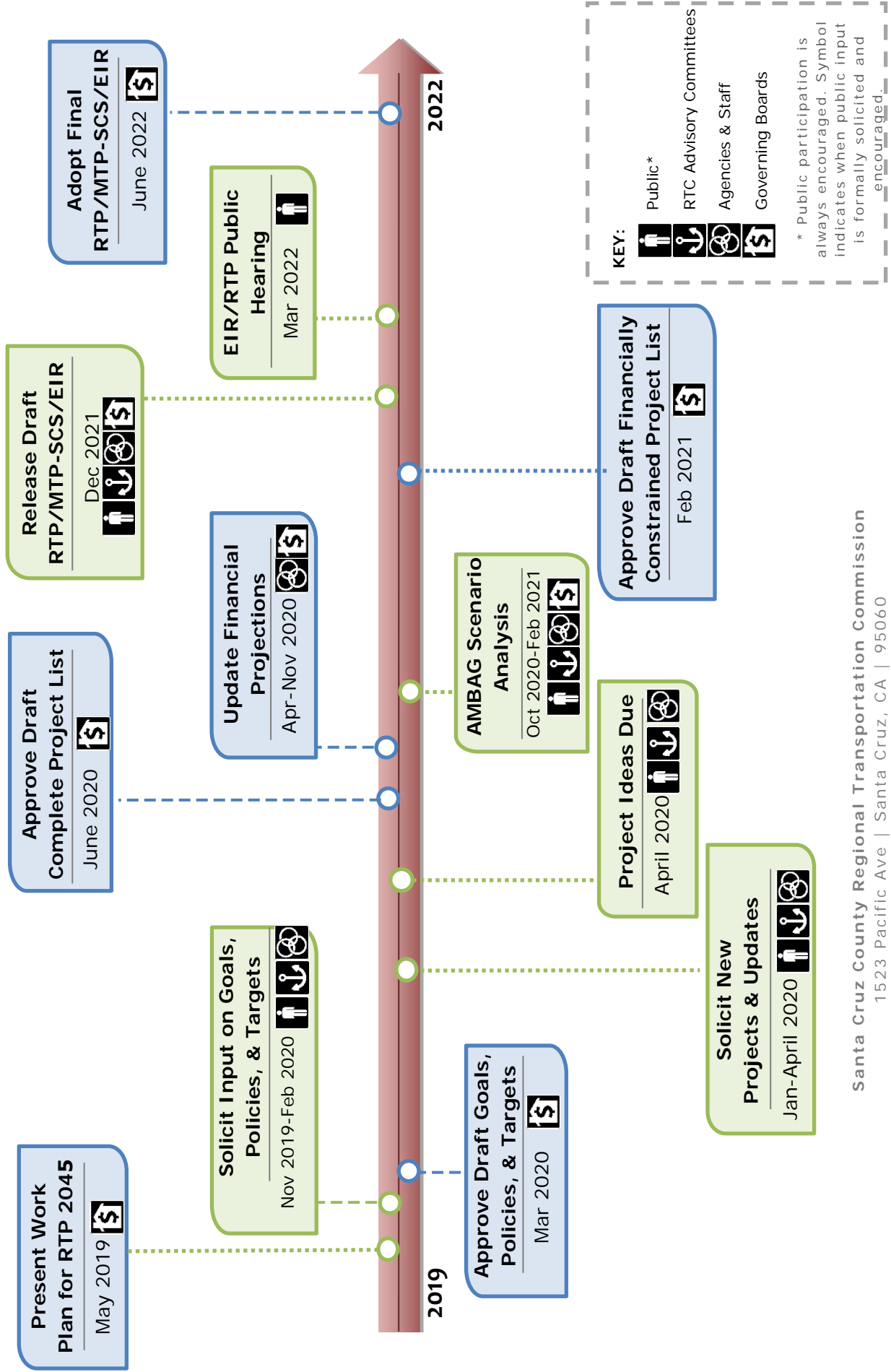
10. *RTP and EIR Release and Distribution*

- a. Update distribution lists
- b. Send notice of availability to interested parties
- c. Focus on electronic distribution (web, email)
- d. Provide a 30 day minimum review period
- e. Review draft RTP and EIR with RTC and RTC Committees
- f. Hold public hearing on RTP
- g. Receive and incorporate comments
- h. Present Final RTP/EIR Adoption
- i. Complete Notice of Determination



2045 REGIONAL TRANSPORTATION PLAN

KEY MILESTONES



Santa Cruz County Regional Transportation Commission
1523 Pacific Ave | Santa Cruz, CA | 95060
831.460.3200 | www.sccrtc.org

2040 Santa Cruz County Regional Transportation Plan

Goals, Targets and Policies

- **GOAL 1. Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

There is a strong relationship between meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

TARGETS:

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

1Ai. Increase the length of bikeway miles by 18 percent by 2030 and by 36 percent by 2045 (compared to 2020).

1Aii. Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

1Bi. Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).

1Bii. Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045¹ (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.

1C. Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.²

Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.

1Di. Improve percentage of reliable person miles traveled by 3% by 2030 and by 8% by 2045 (compared to 2020).

1Dii. Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle facilities to 26% of bikeway miles by 2030 and by 33% by 2045 (compared to 2020).

Improve health by increasing the percentage of trips made using active transportation options,

¹ This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

² 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

including bicycling, walking and transit.

1E. Decrease single occupancy commute trip mode share to 6.5 percent by 2030 and by 10 percent by 2045.

1F. Increase the number of active commute trips to 15% of total commute trips by 2030 and to 23% of total commute trips by 2045.³

POLICIES:

- 1.1 *Transportation Demand Management (TDM):* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 *Transportation Infrastructure:* Improve multimodal access to and within key destinations⁴ for all ages and abilities.
- 1.4 *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 *Transportation Infrastructure:* Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.
- 1.6 *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.
- 1.7 *Goods Movement:* Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness

➤ **GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes.**

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

2A. Reduce fatal collisions by 30% by 2030 and by 75% by 2045 and serious injuries by 15% by 2030 and by 38 percent by 2045 by mode (compared to 2020).

³ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 15% by 2030 (6.3% Walk, 5.2% bike and 3.9% transit) and increase the active transportation mode share to 23% by 2045 (9.5% Walk, 7.7% bike and 5.9% transit).

⁴ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

POLICIES:

- 2.1 *Safety*: Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 *Safety*: Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.
- 2.3 *Emergency Services*: Support projects that provide access to emergency services.
- 2.4 *System Design*: Reduce the potential for conflict between bicyclists, pedestrians and vehicles.
- 2.5 *Security*: Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

➤ **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.**

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

TARGETS:

Maintain the existing system and improve the condition of transportation facilities.

3A. Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.

3B. Reduce the number of transit facilities in “distressed” condition⁵ to 20 percent by 2030 and to 10 percent by 2045.

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

3C. Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by increasing transit vehicle revenue miles (see Target 1Aii) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).

3Di. Ensure transportation services are equitably distributed to all segments of the population.

3Dii. Ensure that transportation impacts do not disproportionately affect transportation-disadvantaged populations.

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.

⁵ Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities.
“Distressed” pavement has a Pavement Condition Index under 50.

Increase transportation revenues.

3F. Increase the amount of transportation funding by 20% by 2030 (compared to 2020) from a combination of local, state and federal funds.

POLICIES:

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 *Climate Resiliency:* Adapt the transportation system to reduce impacts from climate change.
- 3.7 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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Quarterly TDA
Report :
Time Period:

FY 18/19 QUARTER 4
APR - MAY - JUN 2019

#	Performance Measures to be Included in Quarterly Reports	CC 20.21.06.14.13.14.15					YTD % of Goals	CC 21					YTD % of Goals	CC 22					YTD % of Goals	CC 24.35					YTD % of Goals	CC 26					YTD % of Goals	Qtr Total	YTD Total
		Medical						Meals on Wheels						Taxi Scrip						Elderday						ISSP							
		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD			
1	Unduplicated Passengers per Month	201	175	159	299	801		36	37	34	44	112		37	48	41	9	124		114	110	110	0	189		0	0	0	0	0		343	1,196
2	Total Passenger Trips (Units of Service) per Month	888	890	773	2,551	10,718	188%	864	856	682	2,402	9,472	94%	311	241	258	810	2,486	72%	2,595	2,659	2,402	7,656	27,678	131%	0	0	0	0	0	0%	13,419	50,352
3	Number of Incidents per Month	0	0	1	1	5		0	0	0	0	1		0	0	0	0	0		0	0	1	1	13		0	0	0	0	0		2	19
4	Number of Accidents per Month	0	1	0	1	1		0	0	1	1	1		0	0	0	0	0		0	0	0	0	1		0	0	0	0	0		2	3
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		n/a	n/a	n/a	0	0		0	0	0	0	0		0	0	0	0	0		0	0
6	Number of No-Shows per Month	38	41	30	109	434		53	36	56	145	498		n/a	n/a	n/a	0	0		107	66	60	233	729		n/a	n/a	n/a	0	0		487	1,661
7	Number of Turnaways or Referrals per Month	0	0	0	0	5		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	5
8	Number of Cancellations per Month	145	159	133	437	1,829		113	129	117	359	1,572		n/a	n/a	n/a	0	0		901	873	922	2,696	10,572		n/a	n/a	n/a	0	0		3,492	13,973
9	Total Donations per Month	\$34	\$672	\$34	\$739	\$2,930		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		\$ 739	\$ 2,930
10	Number of Complaints per 1,000 Passenger Trips	0	0	0	0	4		0	0	0	0	4		n/a	n/a	n/a	0	0		0	1	0	1	1		0	0	0	0	0		1	9
11	Complaints	0	0	0	0	4		0	0	0	0	3		0	0	0	0	0		0	1	0	1	1		0	0	0	0	0		1	2
12	Number of Safety Incidents per 100,000 Vehicle Miles	4					4	0					8	n/a					0	3					14	0					7	0	
13	Operating Cost per Passenger Trip						\$26.28						\$11.08						\$13.18						\$12.77						\$0.00		
14	Operating Cost per Vehicle Service Hour						\$48.46						\$51.28												\$56.08						\$0.00		
15	Passengers per Vehicle Service Hour						1.72						4.75												4.39						0.0		
16	Passengers per Vehicle Service Mile						0.07						0.21												0.23						0.00		
17	Van Mileage per Program						27,638						9,679												32,696						0		

Quarterly TDA

FY 18/19 ANNUAL

Report :

JULY 2018 - JUNE 2019

Time Period:

#	Performance Measures to be Included in	OC 20 21 28 31 30 36 38					YTD % of Goals	OC 21					YTD % of Goals	OC 29					YTD % of Goals	OC 34 30					YTD % of Goals	OC 36					YTD % of Goals	YTD Total	
		Medical						Meals on Wheels						Taxi Scrip						Elderday						YTD % of TOTAL	ISSP						
		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	YTD			Q1	Q2	Q3	Q4			TOTAL
1	Unduplicated Passengers per Month	338	340	311	299	1,288		53	45	43	44	185		82	85	57	0	224		129	131	126	0	386		0	0	0	0	0		2,083	
2	Total Passenger Trips (Units of Service) per Month	2661	2917	2587	2551	10,716	168%	2570	2044	2456	2402	9,472	84%	502	503	671	810	2,486	72%	7151	6063	6808	7656	27,678	131%	0	0	0	0	0	0%	60,352	
3	Number of Incidents per Month	0	0	4	1	5		0	0	1	0	1		0	0	0	0	0		6	0	6	1	13		0	0	0	0	0		19	
4	Number of Accidents per Month	1	0	0	1	2		0	0	0	1	1		0	0	0	0	0		0	0	1	0	1		0	0	0	0	0		4	
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	0	0	0		0	0	0	0	0		0	
6	Number of No-Shows per Month	0	184	141	109	434		0	216	137	145	498		N/A	N/A	N/A	0	0		0	232	264	233	729		N/A	N/A	N/A	0	0		1,881	
7	Number of Turndowns or Referrals per Month	5	0	0	0	5		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		6	
8	Number of Cancellations per Month	432	432	528	437	1,829		378	448	387	359	1,572		N/A	N/A	N/A	0	0		2597	2823	2456	2696	10,572		N/A	N/A	N/A	0	0		13,973	
9	Total Donations per Month	\$0	\$548	\$678	\$739	\$1,965		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		#####	
10	Operating Cost per Passenger Trip	\$26.95						\$11.26						\$11.77						\$14.31						\$0.00							
11	Operating Cost per Vehicle Service Hour	\$47.49						\$51.19												\$66.21						\$0.00							
12	Passengers per Vehicle Service Hour	1.67						4.56												3.93						0.00							
13	Passengers per Vehicle Service Mile	0.09						0.21												0.21						0.00							
14	Van Mileage per Program	105,884						43,446												130,644						0							



DATE: November 15, 2019
TO: Board of Directors
FROM: Daniel L. Zaragoza, Operations Manager, Paratransit Division
**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS
REPORT FOR JULY, AUGUST AND SEPTEMBER 2019**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for July, August and September 2019

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz:
Comparing the monthly statistics of FY19 to the monthly statistics of FY20:
 - In July, the number of ParaCruz rides increased by 103
 - In August, the number of ParaCruz rides increased by 48
 - In September, the number of ParaCruz rides increased by 502
- Summary of monthly operational information about ParaCruz:
 - July number of total ParaCruz rides: 5,908
 - August number of total ParaCruz rides: 5,985
 - September number of total ParaCruz rides: 6,600

III. DISCUSSION/BACKGROUND

Comparing June 2019 statistics to July 2019, ParaCruz rides increased by 134. Comparing July 2019 statistics to August 2019, ParaCruz rides decreased by 77. Comparing August 2019 statistics to September 2019, rides increased by 615.

ParaCruz is currently funded for 30 Paratransit Operators; one of these positions is vacant, three new Operators are now in service.

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

IV. COORDINATION

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

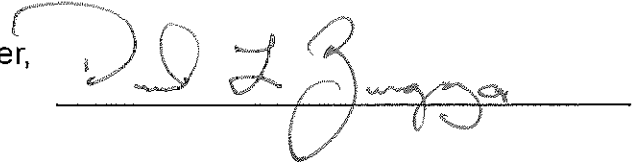
VI. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Charts for July, August and September 2019.
- Attachment B:** Comparative Operating Statistics Tables for July, August and September.2019
- Attachment C:** Number of Rides Comparison Chart
- Attachment D:** Total Ride vs. Shared Ride Chart
- Attachment E:** Annual Miles Comparison Chart
- Attachment F:** Monthly Assessments
- Attachment G:** Top Ride Destinations for July, August and September 2019.

Prepared by: Daniel Zaragoza, Operations Manager, Paratransit Division

VII. APPROVALS

Daniel Zaragoza, Operations Manager,
Paratransit Division

A handwritten signature in cursive script, appearing to read "Daniel Zaragoza", is written over a horizontal line.

Alex Clifford, CEO/General Manager

A horizontal line intended for a signature.

ParaCruz On-time Performance Report for July 2019.

	July 2018	July 2019
Total pick ups	5,805	5,908
Percent in “ready window” *	81.40%	91.76%
1 to 5 minutes late	6.08%	2.64%
6 to 10 minutes late	4.20%	1.88%
11 to 15 minutes late	2.96%	1.54%
16 to 20 minutes late	2.08%	.83%
21 to 25 minutes late	1.31%	.41%
26 to 30 minutes late	.88%	.41%
31 to 35 minutes late	.59%	.29%
36 to 40 minutes late	.34%	.08%
41 or more minutes late (excessively late/missed trips)	.16%	.17%
Total beyond “ready window”	18.60%	8.24%

*Target: 90%

On-time Performance

During July, ParaCruz’ on time performance decreased by 2.55% from last month. Ridership increased from last month. ParaCruz hired four new Operators who have begun their training. ParaCruz had three Operators on long-term disability. The total number of available working ParaCruz Operators is now 23 per weekday, not including Operators on annual leave.

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

During the month of July 2019, ParaCruz received six Customer Service Reports. Five of the reports were valid complaints: three for late rides, one for half an hour hold to schedule a ride and one for an Operator not stopping at railroad tracks. One was not valid: a person wanting paratransit transportation from Santa Cruz to Orange County.

ParaCruz On-time Performance Report for August 2019.

	August 2018	August 2019
Total pick ups	5,937	5,985
Percent in “ready window”	84.77%	94.00%
1 to 5 minutes late	5.56%	1.89%
6 to 10 minutes late	3.37%	1.49%
11 to 15 minutes late	2.46%	.79%
16 to 20 minutes late	1.45%	.62%
21 to 25 minutes late	.86%	.40%
26 to 30 minutes late	.67%	.23%
31 to 35 minutes late	.49%	.28%
36 to 40 minutes late	.30%	.17%
41 or more minutes late (excessively late/missed trips)	.07%	.13%
Total beyond “ready window”	15.23%	6.00%

*Target: 90%

On-time Performance

During August, ParaCruz’ on time performance increased by 2.24% from last month. Ridership increased from last month. ParaCruz has one Operator on long-term disability. The total number of available working ParaCruz Operators is 25 per weekday, not including Operators on annual leave.

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

During the month of August 2019, ParaCruz received four Customer Service Reports. Three were compliments for ParaCruz Operators. One was not valid: a person wanting to make a same day change to a ride.

ParaCruz On-time Performance Report for September 2019.

	September 2018	September 2019
Total pick ups	6,098	6,600
Percent in “ready window”	81.88%	95.86%
1 to 5 minutes late	6.36%	1.42%
6 to 10 minutes late	4.48%	1.33%
11 to 15 minutes late	2.64%	.70%
16 to 20 minutes late	1.75%	.39%
21 to 25 minutes late	1.00%	.14%
26 to 30 minutes late	.80%	.03%
31 to 35 minutes late	.54%	.06%
36 to 40 minutes late	.30%	.03%
41 or more minutes late (excessively late/missed trips)	.25%	.03%
Total beyond “ready window”	18.12%	4.14%

*Target: 90%

On-time Performance

During September, ParaCruz' on time performance increased by 1.86 % from last month. June had an increase in ridership from last month. ParaCruz has one Operator on long- term disability. The new Operator trainees have completed training and are now in service. The total number of available working ParaCruz Operators is 26 per weekday, not including Operators on annual leave.

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

During the month of September 2019, ParaCruz received eight Customer Service Reports. Four were valid: a person reported a damaged walker, a person was not called by ParaCruz Dispatch and was no-showed, a person who called needed to talk to a Spanish speaking staff member and one was not available, and, one for a late ride. One was an Operator compliment. Three were not valid: a person alleging that a ParaCruz vehicle damaged his driveway, a picture from 2015 shows that the damage was already there. A person complained that another passenger was speaking loudly in the vehicle she traveled in. A person complained that the Operator did not knock on her door before leaving; video shows that the Operator knocked on door several times.

Comparative Operating Statistics through July 2019.

	July 2018	July 2019	FY 19	FY 20	Performance Averages	Performance Goals
Requested	6,500	6,817	6,500	6,817	7,027	
Performed	5,805	5,908	5,805	5,908	6,133	
Cancel	21.05%	22.91%	21.05%	22.91%	23.00%	
No Shows	3.48%	4.02%	3.48%	4.02%	3.77%	Less than 3%
Total miles	48,549	47,260	48,549	47,260	49,503	
Av trip miles	6.34	5.93	6.34	5.93	6.04	
Within ready window	81.40%	91.76%	81.40%	91.76%	85.73%	90.00% or better
Call center volume	5,173	5,807	5,173	5,807	N/A	New phone system 1/6/18
Hold times less than 2 minutes	96.10%	93.88%	96.10%	93.88%	N/A	Greater than 90%
Distinct riders	668	653	668	653	681	
Most frequent rider	56 rides	50 rides	56 rides	50 rides	59 rides	
Shared rides	66.0%	61.80%	66.0%	61.8%	64.36%	Greater than 60%
Passengers per rev hour	1.93	1.85	1.93	1.85	1.94	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	61.88%	63.88%	61.88%	63.88%	63.52%	
Rides > 10 miles	38.12%	36.12%	38.12%	36.12%	36.48%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	9	10	9	10	16	
Excessively Long Trips	2	0	2	0	2	New Stat Jan 2017
# Trips at Base Fare	3,625	3,625	3,625	3,625	3,848	
# Trips > Base Fare	1,079	1,160	1,079	1,160	1,092	

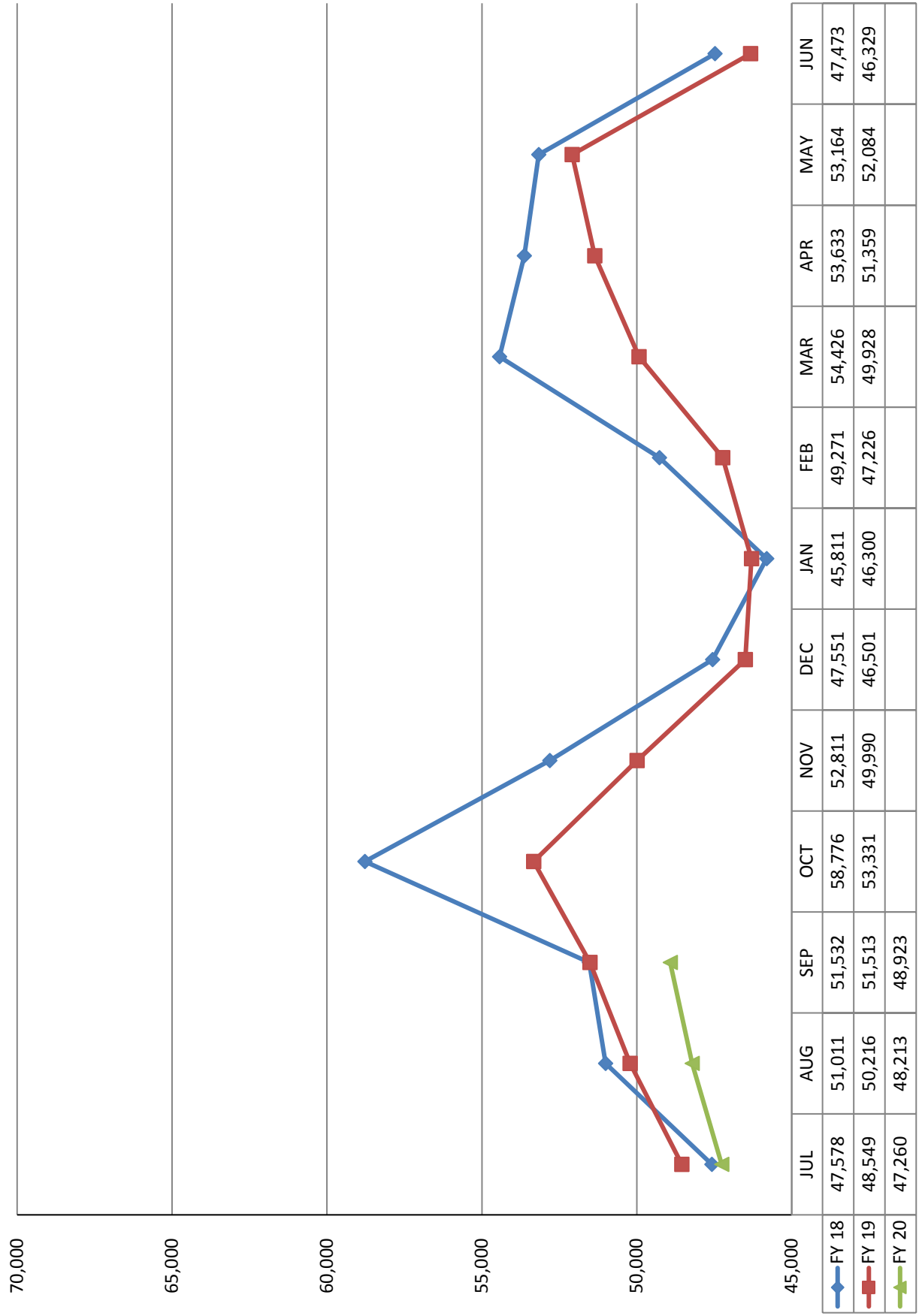
Comparative Operating Statistics through August 2019.

	August 2018	August 2019	FY 19	FY 20	Performance Averages	Performance Goals
Requested	6,598	6,700	13,098	13,517	7,035	
Performed	5,937	5,985	11,742	11,893	6,137	
Cancel	20.23%	20.99%	20.64%	21.96%	23.07%	
No Shows	4.14%	4.00%	3.81%	4.01%	3.76%	Less than 3%
Total miles	50,216	48,213	98,674	95,473	49,336	
Av trip miles	6.29	5.86	6.25	5.90	6.18	
Within ready window	84.77%	94.00%	83.10%	92.89%	83.95%	90.00% or better
Call center volume	5,601	5,471	10,774	11,278	N/A	information not available
Hold times less than 2 minutes	93.48%	92.87%	94.08%	92.88%	N/A	information not available
Distinct riders	698	686	883	863	673	
Most frequent rider	73 rides	57 rides	125 rides	90 rides	59 rides	
Shared rides	61.3%	55.9%	63.5%	58.9%	64.11%	Greater than 60%
Passengers per rev hour	1.85	1.76	1.89	1.80	1.92	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	62.88%	64.85%	62.38%	64.37%	63.29%	
Rides > 10 miles	37.12%	35.15%	37.62%	35.63%	36.71%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	4	8	13	18	15	N/A
Excessively Long Trips	2	2	6	2	2	New Stat Jan 2017
# Trips Base Fare	3,682	3,786	7,307	7,411	3,836	
# Trips > Base Fare	1,078	997	2,157	2,157	1,102	

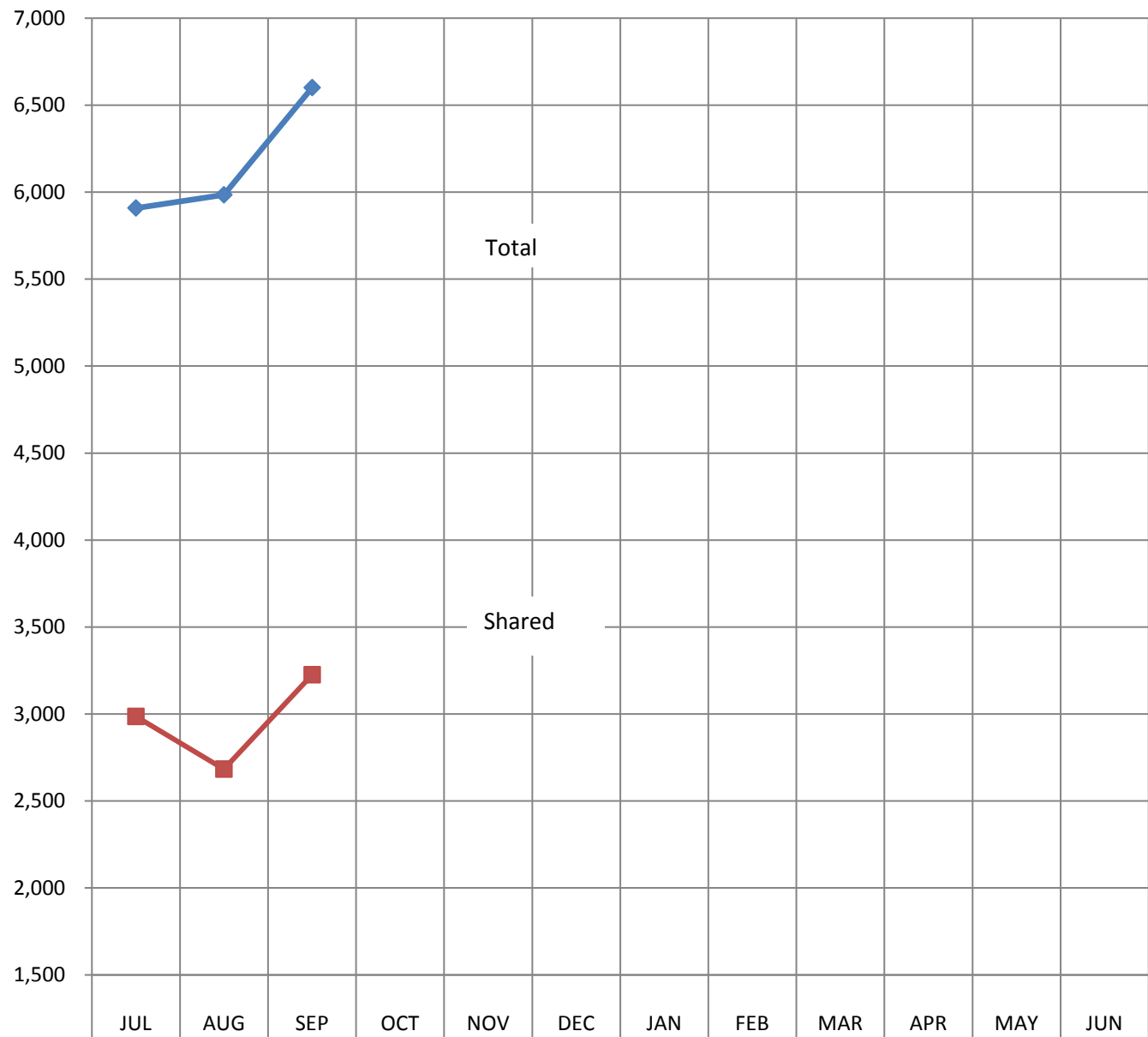
Comparative Operating Statistics through September 2019.

	September 2018	September 2019	FY 19	FY 20	Performance Averages	Performance Goals
Requested	6,916	7,480	20,014	20,997	7,082	
Performed	6,098	6,600	17,840	18,493	6,179	
Cancel	21.79%	22.54%	21.04%	22.17%	23.13%	
No Shows	3.64%	3.66%	3.75%	3.89%	3.76%	Less than 3%
Total miles	51,513	48,923	150,181	144,395	49,120	
Av trip miles	6.28	5.36	6.30	5.71	5.92	
Within ready window	81.88%	95.86%	82.68%	93.95%	87.66%	90.00% or better
Call center volume	5,387	5,781	16,161	17,059	N/A	information not available
Hold times less than 2 minutes	94.59%	94.53%	94.72%	93.76	N/A	information not available
Distinct riders	680	713	1,726	1,032	683	
Most frequent rider	59 rides	55 rides	1,445 rides	134 rides	57 rides	
Shared rides	65.9%	60.5%	64.2%	59.4%	63.46%	Greater than 60%
Passengers per rev hour	1.90	1.89	1.90	1.83	1.94	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	61.95%	69.94%	62.24%	64.57%	64.35%	
Rides > 10	38.05%	35.06%	37.76%	35.43%	35.65%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	15	2	28	20	16	N/A
Excessively Long Trips	1	0	7	2	1.83	New Stat Jan 2017
# Trips Base Fare	3,837	4,180	11,144	11,591	3,885	
# Trips > Base Fare	1,111	1,119	3,268	3,276	1,086	

Annual Miles Comparison

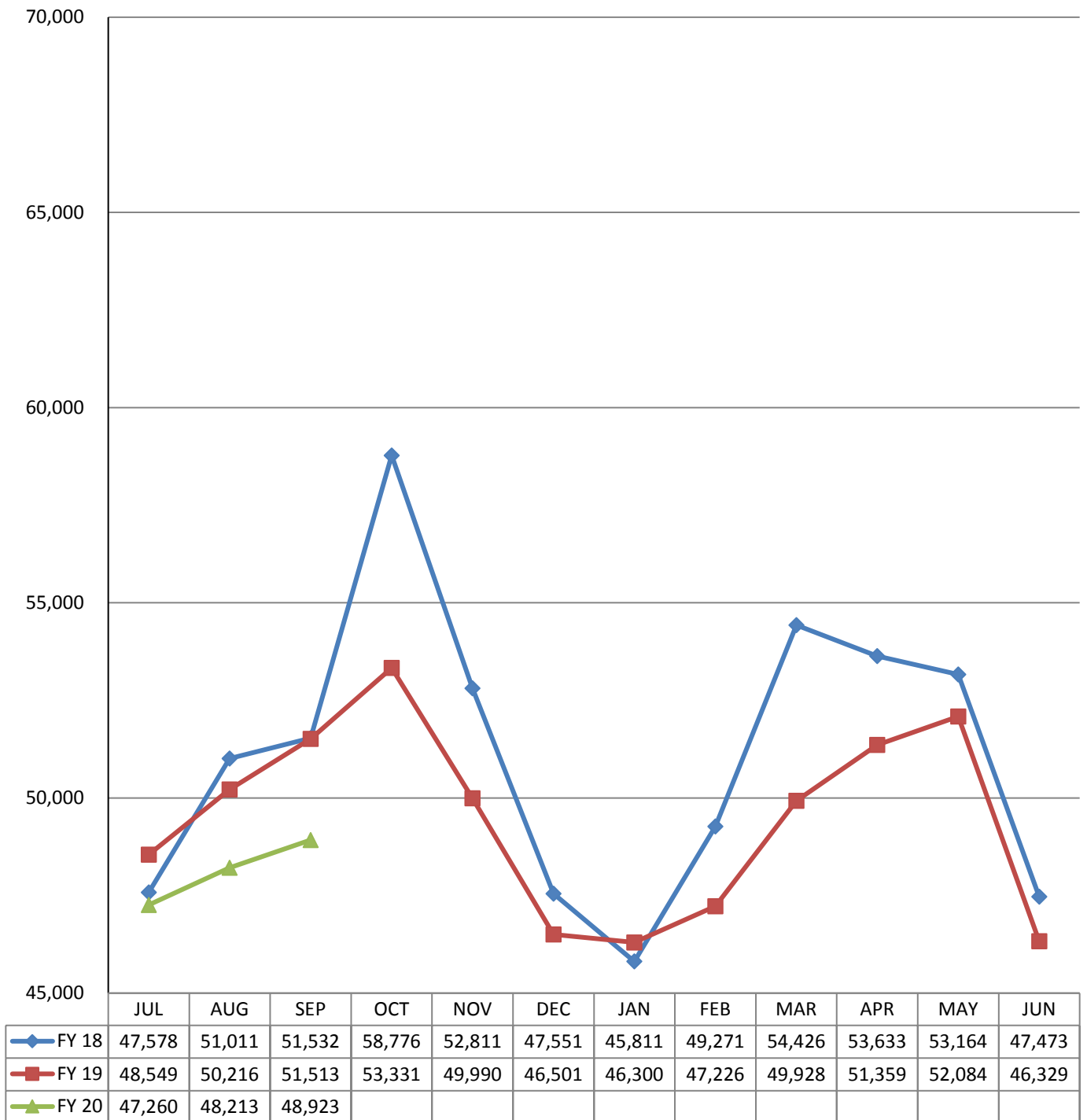


Total Ride vs. Shared Ride Count



Total Rides	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Shared Rides	2,985	2,683	3,225									

Annual Miles Comparison



Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
OCTOBER 2018	36	0	0	0	0	36
NOVEMBER 2018	26	1	0	0	0	27
DECEMBER 2018	17	0	0	0	0	17
JANUARY 2019	21	1	2	0	0	23
FEBRUARY 2019	10	0	0	1	0	11
MARCH 2019	30	0	1	0	0	31
APRIL 2019	17	1	2	3	2	25
MAY 2019	27	1	0	2	0	30
JUNE 2019	13	0	1	1	1	16
JULY 2019	16	0	0	2	0	18
AUGUST 2019	25	1	0	5	0	31
SEPTEMBER 2019	27	1	0	2	0	30

Number of Eligible Riders for the month of July 2019 = 3,597

Number of Eligible Riders for the month of August 2019 = 3,715

Number of Eligible Riders for the month of September 2019 = 3,644

Top Ride Destinations

LOCATION	JULY	AUGUST	SEPTEMBER	TOTAL
Cabrillo College Stroke Center	242	72	347	661
Satellite Dialysis - Capitola	142	173	160	475
Satellite Dialysis - Watsonville	81	86	75	242
Palo Alto Medical Foundation- Soquel Ave. Location	82	52	77	211
Dominican Rehab Center Fredrick St. Facility	82	52	77	185
Dominican Hospital	67	53	49	169
Soquel High School Special Education	36	23	54	113
Watsonville Community Hospital	42	37	30	109
Mid-County Senior Center	36	34	39	109
In Shape Gym - Capitola	35	34	31	100
Dominican Rehab Center Madrone St. Facility	24	26	30	80
Santa Cruz Office of Education	5	24	33	62

Number of rides for the month of July 2019 = **5,908**

Number of rides for the month of August 2019 = **5,985**

Number of rides for the month of September 2019 = **6,600**

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: Clares Street Traffic Calming Project Review

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) provide input on the final design for Phase 1 of the Clares Street Traffic Calming Project.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) has discretion over about 5% of funds available to operate, maintain, and improve the transportation network in Santa Cruz County. One of the discretionary funding sources is the Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds.

The City of Capitola is designing a “complete streets” project on the eastern portion of Clares Street to improve pedestrian and bicycle mobility. The Clares Street Traffic Calming Project is being funded primarily by the City, with an additional \$100,000 of STBG/RSTPX funds allocated by the RTC. The City is bringing the design plans to the E&D TAC for final review.

DISCUSSION

The Clares Street Traffic Calming Projects involves measures to reduce vehicle speeds and improve safety for vehicles, pedestrians, and bicyclists. The project is located between 41st Avenue and Wharf Road. The City is proposing to complete the project in two phases. Phase 1 of the project will focus on adding traffic calming measures to improve pedestrian accessibility along Clares Street with the construction of three pedestrian crosswalks at 42nd Avenue, 46th Avenue, and mid-block by the 4320 Clares Street driveway. These pedestrian crosswalks will include rapid-rectangular flashing beacons (RRFB) systems to improve pedestrian visibility. The use of “speed tables” in conjunction with the crosswalks is being evaluated. Also included in the project is ladder striping for two marked crosswalks across 42nd and 46th avenues at the intersections with Clares Street. As shown in Attachment 1, Option 1 would locate two of the crossings offset from the nearby intersections, whereas Option 2 would locate them at the intersections and include “bulb outs,” i.e. curb extensions. Phase 2, to be completed with a road rehabilitation project will focus on traffic calming features to improve bicycle accessibility along Clares and consists of road diet striping and buffered bike lanes along the corridor.

The City would like the input of the E&D TAC on Phase 1 of the project before it proceeds to construction in 2020.

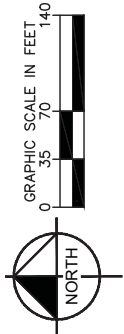
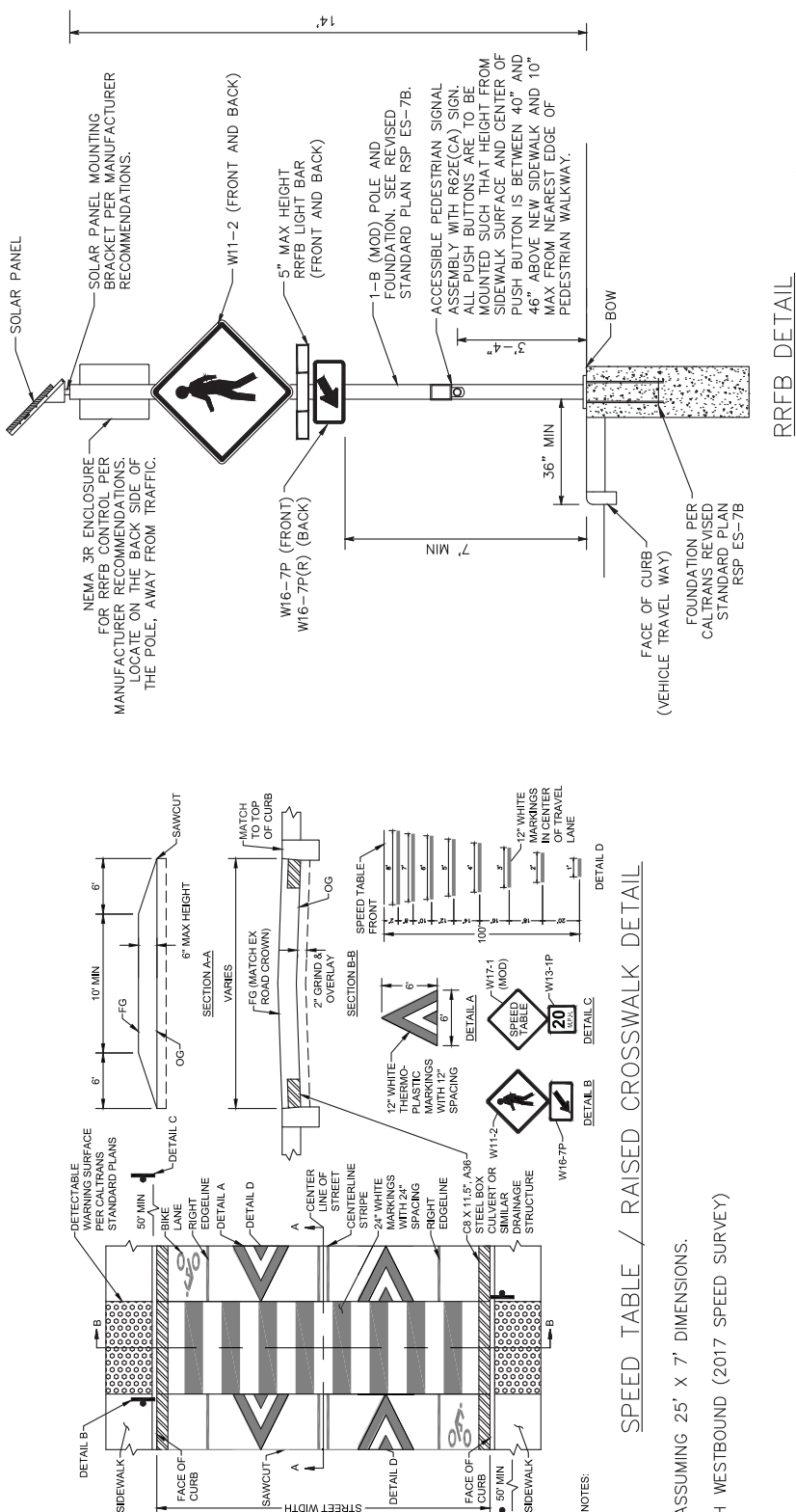
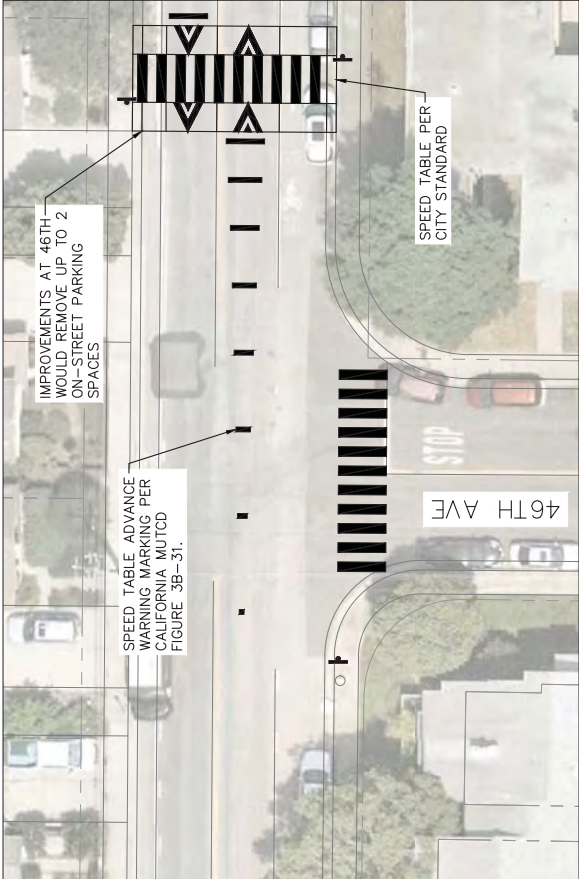
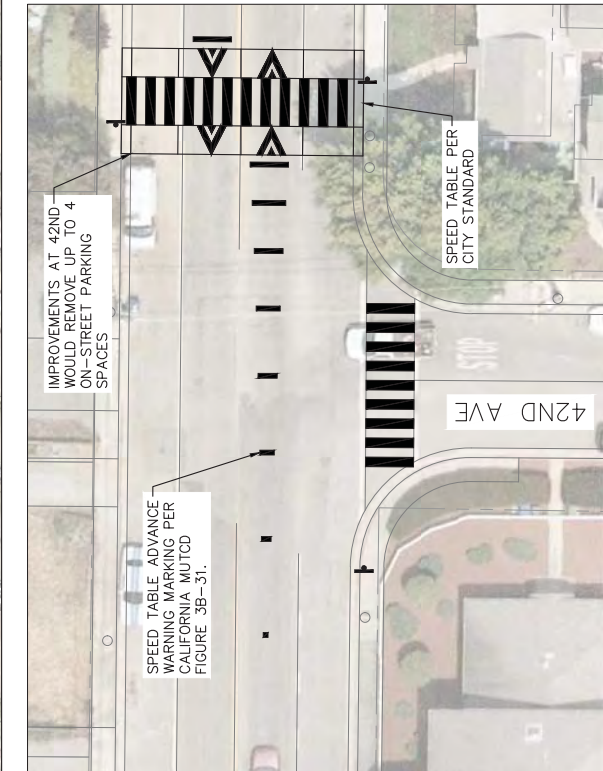
SUMMARY

The Clares Street Traffic Calming Project is being funded primarily by the City of Capitola, with an additional \$100,000 of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange funds previously programmed by the Santa Cruz County Regional Transportation. The City of Capitola is seeking the input of the E&D TAC prior to construction of Phase 1 of the Clares Street Traffic Calming Project.

ATTACHMENTS

1. Clares Street Traffic Calming Improvements Phase 1 Design Plans

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RRFB DETAIL

CONCEPTUAL
FOR REVIEW ONLY
OCTOBER 2019

No.	REVISIONS	DATE	BY



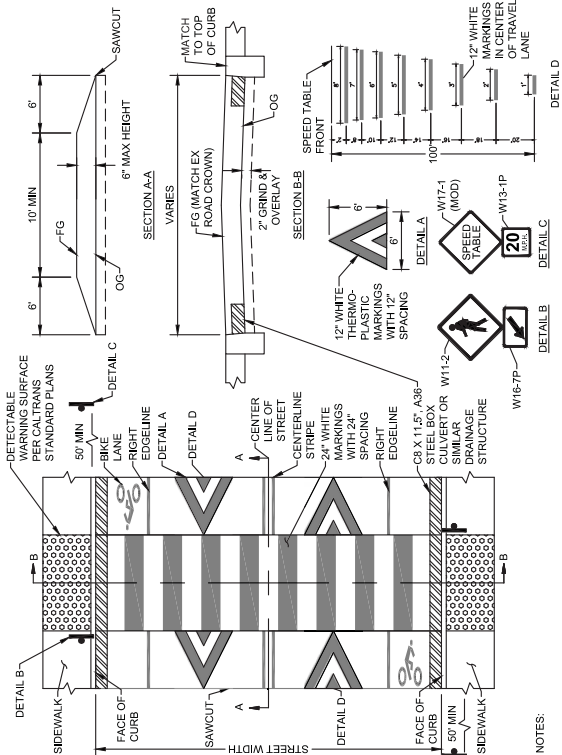
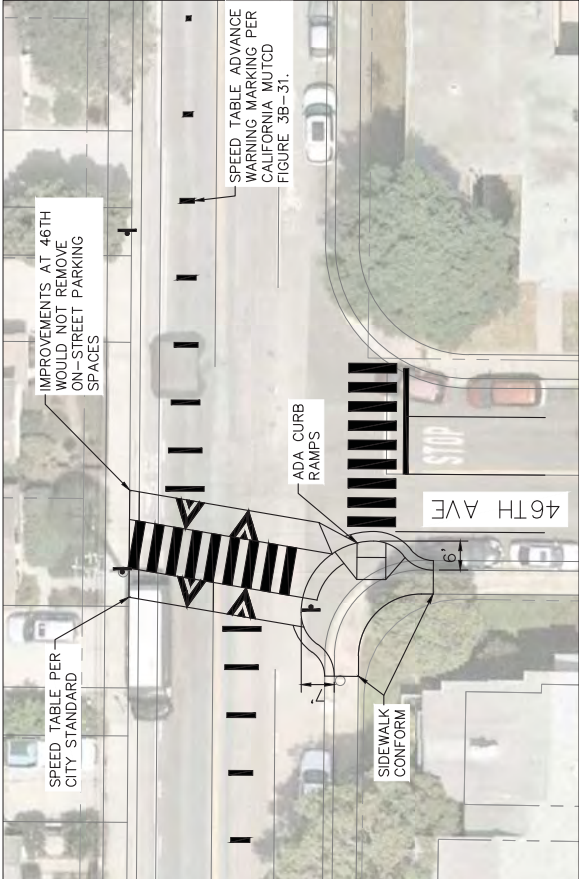
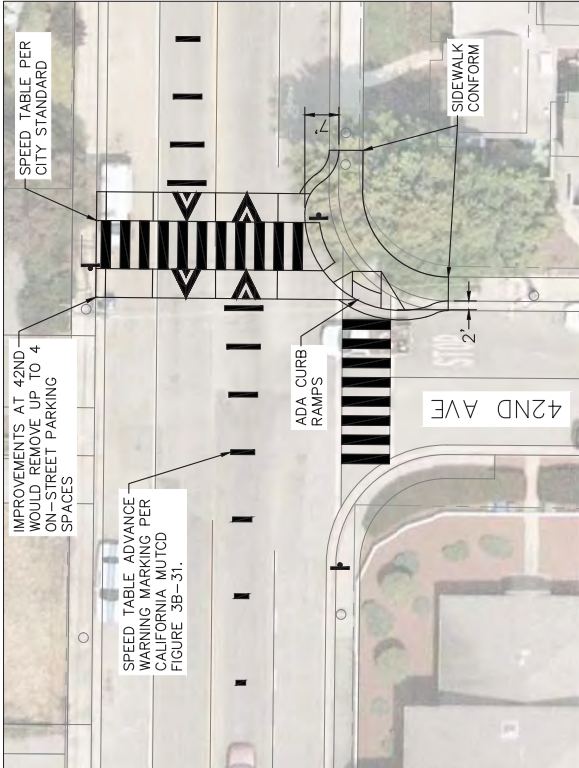
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CLARES STREET TRAFFIC
CALMING IMPROVEMENTS
PREPARED FOR
CITY OF CAPITOLA

KHA PROJECT	097763133
DATE	10/22/2019
SCALE	AS SHOWN
DESIGNED BY	DW
DRAWN BY	DW
CHECKED BY	FV

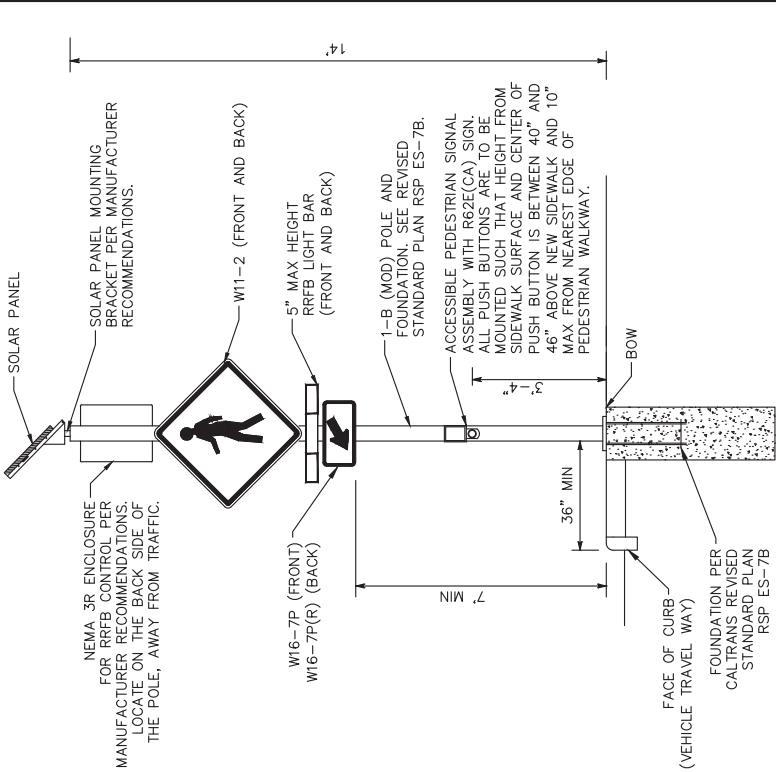
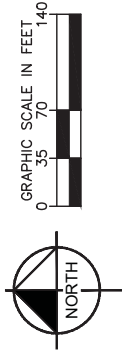
PHASE 1 - OPTION 1
RAISED CROSSING WITH
RRFB

SHEET NO. _____
OF XX SHEETS



SPEED TABLE / RAISED CROSSWALK DETAIL

- NOTES:
- ON-STREET PARKING SUPPLY = 70 VEHICLES ASSUMING 25' X 7' DIMENSIONS.
 - POSTED SPEED LIMIT = 25 MPH
 - 85TH % SPEED = 33 MPH EASTBOUND, 32 MPH WESTBOUND (2017 SPEED SURVEY)



RRFB DETAIL

No.	REVISIONS	DATE	BY



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CLARES STREET TRAFFIC CALMING IMPROVEMENTS
PREPARED FOR
CITY OF CAPITOLA
SANTA CRUZ COUNTY
CA

KHA PROJECT	097763133
DATE	10/22/2019
SCALE	AS SHOWN
DESIGNED BY	DW
DRAWN BY	DW
CHECKED BY	FV

PHASE 1 - OPTION 2
RAISED CROSSING & CURB BULB-OUT WITH RRFB

CONCEPTUAL
FOR REVIEW ONLY
OCTOBER 2019

SHEET NO. _____
OF XX SHEETS

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Senior Transportation Planner

RE: Santa Cruz County Community Safety Net Services - CORE Grant Program Funding Tools

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information from the County of Santa Cruz Health Services Department regarding the Collective of Results and Evidence- based Investments (CORE) program.

BACKGROUND

The County and City of Santa Cruz provide funding for a variety of safety net services that collectively impact the well-being of the community's most vulnerable populations. In 2017-2018, the County and City of Santa Cruz transitioned from a historical Community Programs funding model for community safety net services to a Collective of Results and Evidence-based (CORE) Investments, with the intention to: 1) taking a measured and deliberate approach; 2) focusing on community derived results from 9 strategic plans; 3) collaborating with jurisdictional funders, strategic plan representatives and service providers; 4) creating an open and competitive application process that has generated innovative and evidence based interventions from local community-based non-profits; and 5) openly acknowledging the need to collectively learn and evolve. The CORE Investments program is currently the primary funding stream for safety net services in Santa Cruz County.

DISCUSSION

The County and City of Santa Cruz are developing tools to evaluate the benefits of community safety net services. These tools will be utilized to evaluate funding requests through the CORE Investment Program. Current areas of focus for CORE funding include: Health and Wellness, Life Long Learning and Education, Economic Security and Social Mobility, Thriving Families, Community Connectedness, Healthy Environments; Safe and Just Communities; and, Stable, Affordable Housing & Shelter. The last call for grant applications by the County and City of Santa Cruz for CORE Investment program was in FY 2017-2018 and grant awards expire in FY 2019-2020.

The County of Santa Cruz Human Services Department (HSA) developed CORE Conditions, Impacts and Indicators to support the Core Investment Program

([Attachment 1](#)). In October 2019, the E&D TAC wrote a letter to HSA requesting revisions to the CORE Conditions, Impacts and Indicators ([Attachment 2](#)). HSA provided a response ([Attachment 3](#)) and indicated that they would be willing to discuss the program with the E&D TAC. HSA staff and consultants working on the CORE Investment Program will attend the December 10, 2019 E&D TAC mtg.

SUMMARY

In 2017-18, the County and City of Santa Cruz transited from a historical Community Programs funding model to the new model of Collective of Results and Evidence-based (CORE) Investments program ([Attachment 1](#)). E&D TAC provided input to the County of Santa Cruz Human Services Department (HSA) regarding the CORE Conditions, Impacts and Indicators ([Attachment 2](#)). HSA responded to the E&D TAC's comments ([Attachment 3](#)). HSA staff and consultants working on the CORE Investment Program will attend the December 10, 2019 E&D TAC mtg.

[Attachment 1](#): CORE Focus Areas

[Attachment 2](#): Letter to County of Santa Cruz Human Services Department from E&D TAC Regarding the CORE Grant Program Tools, October 3, 2019

[Attachment 3](#): Letter to E&D TAC from County of Santa Cruz Human Services Department Regarding the CORE Program Development, October 18, 2019

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CORE Condition: Health & Wellness (HW)

All community members experience optimal physical, mental, social-emotional, behavioral, and spiritual health across the life span.

Impact 1: Improved access to high-quality health care

Community Indicators

- ↑ Health insurance coverage rates
- ↑ Access to a regular source of health care
- ↑ Health care utilization rates
- ↑ Developmental and preventative health screening rates
- ↓ ER utilization for primary care

Impact 2: Improved health of mothers, babies, and young children

Community Indicators

- ↑ Early prenatal care
- ↓ Teen birth rate
- ↓ Preterm births
- ↑ Healthy birthweight rate
- ↑ Strong Start Index
- ↑ Breastfeeding at birth
- ↓ Infant mortality rate
- ↑ Screening & early Intervention

Impact 3: Improved oral health, across the life span

Community Indicators

- ↑ Dental insurance coverage rates
- ↑ Access to a regular source of dental care
- ↑ Oral health screening rates
- ↑ Preventative oral health care
- ↑ Dental care in past 12 months
- ↓ Children who have never been to a dentist
- ↓ Dental disease rates

Impact 4: Prevention and reduction of infectious (communicable) diseases

- ↑ Immunization rates
- ↓ Pertussis rate
- ↓ Rates of sexually transmitted infections (STIs)

Impact 5: Progress addressing key risk factors that lead to chronic disease and injury

- ↑ Healthy eating
- ↑ Active living
- ↑ Physical health status
- ↓ Overweight/Obesity rates
- ↓ Diabetes prevalence
- ↑ Diabetes monitoring
- ↓ Fall-related injuries among older adults

Impact 6: Improved social, emotional & behavioral health

- ↑ Mental health status
- ↑ Access to behavioral health care services
- ↓ Opioid prescription patients
- ↓ Substance use (alcohol, tobacco, and other drugs)
- ↓ Suicide rate
- ↓ Drug-induced deaths





CORE Condition: Lifelong Learning & Education (LLE)

High-quality education and learning opportunities from birth to end of life.

Impact 1: Increased access to high-quality early care & education

Community Indicators

- ↑ Access to child care
- ↑ Affordability of ECE
- ↑ Early education enrollment
- ↑ Quality of ECE environments
- ↑ Quality of relationships
- ↑ Quality of ECE workforce

Impact 4: Improved school quality, conditions, and climate

Community Indicators

- ↑ Per pupil spending
- Student-teacher ratio
- ↑ Inclusive special education services
- ↑ School connectedness
- ↑ Caring relationship w/adults at school
- ↑ High expectations fr/adults at school
- ↑ Parent/Family engagement
- ↓ Suspension rate
- ↓ Expulsion rate
- ↓ Dropout rate

Impact 2: Increased readiness for school

Community Indicators

- ↑ Family literacy
- ↑ Early learning and development
- ↑ Kindergarten readiness

Impact 5: Improved student achievement

Community Indicators

- ↑ Reading proficiency
- ↑ Math proficiency
- ↑ English Learner reclassification
- ↑ Seal of Biliteracy
- ↓ Summer learning loss

Impact 7: Increased educational attainment

Community Indicators

- ↑ On-time high school graduation
- ↑ Highest level of education attained

Impact 3: Improved school attendance

Community Indicators

- ↑ Attendance rate
- ↓ Truancy rate

Impact 6: Increased college and career readiness

Community Indicators

- ↑ Technical skill attainment
- ↑ Completion of college prep courses
- ↑ College/ Career Indicator (CCI)

Impact 8: Increased retention and ongoing development of high-quality workforce

Community Indicators

- ↑ Postsecondary certificates and degrees conferred
- ↑ Employment and unemployment rates by educational attainment
- ↑ Workforce retention
- ↑ Workforce readiness for future industry needs





CORE Condition: Economic Security and Social Mobility (ESSM)

Stable employment, livable wages, food security, ability to afford basic needs, wealth accumulation, and prosperity.

Impact 1: Improved economic vitality

Community Indicators

- ↑ Total employment, by industry
- ↑ Employment status
- ↓ Jobless rate
- ↑ Job growth
- ↑ Inclusive economy

Impact 2: Increased financial well-being and self-sufficiency

Community Indicators

- ↑ Median hourly wage
- ↑ Median household income
- ↓ Income inequality
- ↓ People experiencing poverty
- ↑ Ability to afford basic necessities
- ↓ Food insecurity rate
- ↓ High housing cost burden
- ↓ Child care cost burden
- ↑ Internet access

Impact 3: Increased assets and prosperity

Community Indicators

- ↑ Ownership of bank accounts
- ↑ Ownership of college savings accounts
- ↑ Homeownership rate





CORE Condition: Thriving Families (TF)

Safe, nurturing relationships and environments that promote optimal health and well-being of all family members.

Impact 1: Increased child and youth resilience

- ↓ Experiences with childhood trauma (parent report)
- ↑ Social-emotional regulation
- ↑ Developmental assets
- ↑ Levels of school connectedness

Impact 2: Increased adult resilience

- ↓ Reports of adverse experiences during childhood (adult retrospective)
- ↑ Parental confidence
- ↑ Self-reported health status
- ↑ Physical and mental health status
- ↑ Older adults who do not live alone (not isolated)

Impact 3: Increased neighborhood & community resilience

- ↑ Multi-generational communities: Age diversity index





CORE Condition: Community Connectedness (CC)

A sense of belonging, diverse and inclusive neighborhoods and institutions, vibrant arts and cultural life, and civic engagement.

Impact 1: Increased sense of belonging and connectedness

- ↑ Caring relationship with at least one other adult
- ↑ Youth connectedness
- ↑ Support person available in times of need
- ↑ Neighborhood social support
- ↑ Social involvement index

Impact 2: Inclusive arts, music, and cultural experiences that reflect the diversity of our community and foster resilience and connectedness

- ↑ Access to culturally responsive and appropriate forms of expression/arts, music, and culture
- ↑ Participation in arts, music and culture
- ↑ Economic impact of arts and culture
- ↑ Public and political support for the arts and culture

Impact 3: Increased civic and community engagement

- ↑ Voter registration
- ↑ Voter turnout
- ↑ Opportunity to have a say on important issues
- ↑ Participation in government
- ↑ Participation in civic, social, neighborhood associations/ groups





CORE Condition: Healthy Environments (HE)

Clean, safe, sustainable natural environment and a built environment and infrastructure that support health and well-being

Impact 1: Improved health of the natural environment, climate change resilience

- ↑ Concern for the environment
- ↑ Environmental stewardship
- ↓ Exposure to hazardous pollutants
- ↑ Health of county waterways
- ↑ Health of county beaches
- ↑ Air quality
- ↓ Greenhouse gas emissions

Impact 2: Increased restoration, protection, and preservation of our community's natural resources

- ↓ Number of major underground aquifers that are overdrafted
- ↑ Water use/conservation
- ↑ Solid waste reduction
- ↑ Energy conservation/renewable energy
- ↑ Fish and wildlife habitat and biodiversity

Impact 3: Increased access to and quality of experiences in public parks, recreational activities, greenways, water areas, and open spaces

- ↑ Access to parks, trails, park facilities
- ↑ Use of parks, trails, and park facilities
- ↑ Proportion of recreational programs for specific populations
- ↑ Use of recreational programs
- ↑ Stewardship and preservation of natural open spaces

Impact 4: Improved safety, reliability, and connectedness of a multi-modal transportation system that enhances environmental and community health

- ↑ Use of environmentally-friendly modes of transportation to work
- ↓ Commute times
- ↑ Public transit ridership
- ↑ Bikeway miles
- ↑ Neighborhood walkability score
- ↑ Transportation safety
- ↑ Road maintenance, upgrades, and connectivity





CORE Condition: Safe & Just Communities (SJC)

Fair, humane approaches to ensuring personal, public, and workplace safety that foster trust, respect, and dignity.

Impact 1: Increased individual and family safety, free from all forms of violence

- ↓ ER utilization rates/injuries; hospital visits due to assault
- ↓ Intimate partner violence
- ↓ Sexual assault
- ↓ Child abuse and neglect
- ↓ Human trafficking
- ↓ Elder and dependent adult abuse
- ↓ Personal experiences with racism and discrimination

Impact 2: Increased neighborhood and community safety

- ↑ Feelings of safety at school
- ↑ Physical and emotional safety at school
- ↑ Safety in the workplace
- ↑ Safety in the neighborhood
- ↓ Concern about crime
- ↓ Crime rates
- ↓ Hate crimes

Impact 3: Increased responsiveness of the criminal justice system, increased restorative and rehabilitative justice

- ↑ Community-based crime prevention
- ↑ Use of crisis intervention/least intrusive de-escalation techniques by first responders
- Arrests
- Victim/Survivor rights, restitution
- Corrections
- Rehabilitation & re-entry
- Re-integration into community





CORE Condition: Stable, Affordable Housing & Shelter (SAHC)

An adequate supply of housing and shelter that is safe, healthy, affordable, and accessible

Impact 1: Increased housing inventory

- ↑ Growth in housing units
- ↑ Growth in affordable housing units
- ↓ Severe housing problems
- ↑ Success rate of Housing Choice Vouchers (Section 8)

Impact 2: Increased housing affordability

- ↑ Rental housing affordability
- ↑ Home affordability
- ↓ Housing cost burden

Impact 3: Increased access to safe shelter

- ↓ Homeless population: unsheltered
- ↑ Shelter capacity
- ↑ Appropriate shelter utilization
- ↑ Transition from shelter to housing
- ↓ Unsheltered homeless deaths

Impact 4: Increased access to safe, stable housing

- ↓ Homeless population: sheltered
- ↓ Homeless population: students
- ↑ Shelter diversion
- ↑ Supply of rapid rehousing, permanent supportive housing, permanent beds
- ↑ Housing placement rates
- ↓ Length of time homeless
- ↑ Permanent housing retention





SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

October 3, 2019

County of Santa Cruz Human Services Department
Ellen Timberlake, Director
701 Ocean Street
Santa Cruz, CA

Re: Santa Cruz County Community Safety Net Services – CORE Grant
Program Funding Tools

Dear Ms. Timberlake,

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons of limited means. Annually, the E&D TAC develops a list of unmet transit and paratransit needs. These unmet transportation needs can prevent seniors and people living with disabilities from accessing health care and community services, which allows them to maintain independence, and can lead to isolation.

The County and City of Santa Cruz recently began utilizing a program for distributing funds for community services that relies on adopted CORE metrics to evaluate the benefits of community safety net programs. Seniors and people living with disabilities are some of Santa Cruz County's most vulnerable populations. The E&D TAC recommends that the CORE evaluation metrics are inclusive of the needs of seniors and disabled community members in Santa Cruz County. The E&D TAC also recommends that these indicators more specifically address increased multimodal transportation options for seniors and people living with disabilities to safety-net and community services. Reliable multimodal transportation options to services is essential for seeing improvements to the CORE program focus areas: Health and Wellness, Life Long Learning and Education, Economic Security and Social Mobility, Thriving Families, Community Connectedness, Healthy Environments, and, Stable, Affordable Housing & Shelter.

In recognition that the CORE program informs investments for safety-net services for some of Santa Cruz County's most vulnerable populations, the E&D TAC recommends that the following items be added to the CORE Conditions:

1. Health and Wellness:

- a. Impact 1: "Reliable and low-cost transportation to health care for seniors, people utilizing ambulatory devices, and cognitive disabilities"; and, "Ability to pay for health care and medications".
- b. Impact 6: "Reliable and low-cost transportation to community services and centers."
- c. Add "Impact 7": "Improved transportation to services that support health & well-being." Related measures could include: "Increase attendance at preventative health care appointments"; and, "Increase attendance at community events".
- d. Add "Impact 8": "Reduce isolation and loneliness for seniors and people living with disabilities". Related measures could include: "Trips to community dining centers"; "Attendance at community events"; and, "Available transportation options".

2. Life Learning and Education

- a. Add "Impact 9": "Participation in education programs for all ages." Related measures could include: "Engagement in community education courses"; and, "Transportation options to education centers".

3. Economic Security and Social Mobility

- a. Impact 1: Add "Access to legal assistance and financial counseling"
- b. Impact 2: Add "Seniors and people with disabilities ability to pay for housing"; and, "Access to food vouchers and meal sites".

4. Community Connectedness

- a. Impact 1: "Safe, accessible and pedestrian friendly community gathering places".

5. Healthy Environments

- a. Impact 3: Add "American Disabilities Act accessible trails in open spaces and parks".

6. Stable Affordable Housing and Shelter

- a. Impact 4: "Seniors and people with disabilities permanent housing retention".

The E&D TAC appreciates your consideration of our request to include metrics that recognize the needs of Santa Cruz County's seniors and people living with disabilities. Santa Cruz County's seniors and people living with disabilities are some of the community's most vulnerable members relying on safety-net services. The E&D TAC also appreciates your attention to the need for including transportation to services throughout the CORE program focus areas. Unmet transportation needs can prevent community members from accessing services and advancing the CORE program achievements.

The E&D TAC would also like to invite you to the E&D TAC's November 5 or December 10, 2019 meeting to discuss how the needs of seniors and people living with disabilities is addressed through the CORE program.

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica Elsa", is positioned above a thin horizontal line.

Veronica Elsa
E&D TAC Chair

Cc: Santa Cruz County Board of Supervisors
Ben Bunyi, County of Santa Cruz Human Services Department
Santa Cruz City Council
Susie O'Hara, City of Santa Cruz City Manager's Office

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County of Santa Cruz

HUMAN SERVICES DEPARTMENT

Ellen Timberlake, Director
1000 Emeline Avenue Santa Cruz, CA 95060
(831) 454-4130 FAX: (831) 454-4642

October 18, 2019

Joanna Edmonds
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Good afternoon Joanna,

Thank you for your letter regarding recommendations from the Elderly and Disabled Transportation Advisory Committee to incorporate additional items to the CORE conditions. I appreciate your advocacy to ensure that metrics that recognize the needs of seniors and disabled community members in Santa Cruz County be reflected in the CORE program.

As you may know, the CORE consultants (Optimal Solutions - Nicole Young, Nicole Lezin & Caitlin Brune) have been working to address all suggestions gathered during the process of vetting the draft menu of CORE results, including those brought forward by the E&D TAC. I have forwarded your letter to them to ensure that they review your recommendations as well. We believe that a multiplicity of perspectives will lead to the most useful product.

I have spoken directly with Nicole Young and my understanding is that in August, Caitlin met with a group of service providers for older adults and people with disabilities, at the invitation of Clay Kemp. She provided an overview of the draft results menu (community-level impacts and indicators) and invited the group to provide feedback in order to help inform the next iteration. Afterward, Caitlin prepared a detailed summary of the group's feedback and its specific suggestions about impacts and indicators to add or edit. She provided it to Clay, requesting that he circulate it to the group to ensure it accurately captured the group's input. We received further feedback from Clay and his colleagues on September 6th, which we included in the pool of input we are reviewing as we continue to refine the results menu.

Since Caitlin's meeting with Clay and the service providers serving older adults and people with disabilities, the CORE consultants have continued to revise the results menu to take into consideration the diverse variety of stakeholder feedback, carefully vetting each request for intent and feasibility to execute on. This has resulted in changes. In some cases, community-level indicators have been rephrased so they are more general and applicable to different groups of people – e.g. changed "Quality of early learning environments" to "Quality of learning environments" so that the name of the indicator could apply to learners of any age. Whenever possible, data associated with each indicator will appear disaggregated (viewable) by various dimensions of equity – e.g. age, income, race, ethnicity, gender, geographic area, etc.

The CORE consultants are also working with staff from the Health Improvement Partnership (HIP), the County Administrative Office, Human Services Department, and Health Services Agency to identify which CORE indicators in the draft menu have reliable, valid countywide data and are:

- 1) currently available in DataShare SCC (web-based data platform),
- 2) not currently available in DataShare SCC but could be added, and
- 3) not currently available in DataShare SCC or any other publicly available report or database.

This "indicator crosswalk" will also identify whether the data is available by age, income, race, ethnicity, and other dimensions of equity. To address gaps in available data or reliable sources, the CORE consultants intend to reach out to key stakeholders, such as the E&D TAC, to request assistance identifying data sources for community-level indicators. If no reliable source exists for suggested indicators, CORE consultants and HIP will maintain a "data wish list" until there's enough interest and resources to produce desired countywide data. As a first step, I would like to suggest that the Consultants attend your November meeting to engage in a dialogue with the E&D TAC about your recommendations. Once the indicator crosswalk is completed, the CORE consultants will revise the results menu as needed to allow for the reality of available data sets

In December, the consultant will invite CORE Steering Committee members and other stakeholders to share input from stakeholders and review the results of the "indicator crosswalk". This review process will inform their work with HIP to create a beta prototype of the publicly accessible, online, interactive CORE Results Menu in DataShare SCC. The structure and content of the results menu is likely to continue evolving, even after it is available in DataShare SCC, based on stakeholder feedback and the emergence of new, relevant, high-quality data sets, including and especially those produced locally. In January and February, the CORE consultants will provide progress update to stakeholders and funders. At that time, I would like to recommend that we return to the E&D TAC with an update.

Cognizant of this, please know that the CORE Steering Committee is making every effort to ensure that the results menu is the most inclusive, appropriate, and meaningful expression of how diverse community members want to track progress toward an equitable, thriving, resilient community, where everyone shares responsibility for ensuring the health and well-being of all people, at every stage of life.

Thank you for your thoughtful recommendations.

Regards,



Ellen Timberlake
Director, Human Services Department
County of Santa Cruz

Cc: Santa Cruz County Board of Supervisors
Santa Cruz City Council
Susie O'Hara, City of Santa Cruz City Manager's Office
Mimi Hall, Director, County of Santa Cruz Health Services Agency
Elisa Orona, Executive Director, Health Improvement Partnership

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: City of Santa Cruz JUMP Bikes

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive follow up information about the City of Santa Cruz JUMP Bike Program.

BACKGROUND

The City of Santa Cruz contracted with Jump Bikes to bring bike share to Santa Cruz. Bike share provides short-term bike rentals within City limits and brings a new transportation option to the community. JUMP Bikes began was launched in the City of Santa Cruz in 2018. JUMP Bike users must create an account and be over 18 years of age. JUMP Bikes can be rented at designated locations in the City of Santa Cruz or located using a mobile app. The E&D TAC received information at their last meeting and requested additional information from the City of Santa Cruz.

DISCUSSION

Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC) have expressed concern about JUMP Bikes parked on sidewalks and other locations that obstruct pedestrian access.

City Staff attended the November E&D TAC meeting and heard the concerns expressed by E&D TAC members. While more detail on the discussion is included in the minutes, the following are the main points discussed by E&D TAC members:

- Individuals with disabilities have expressed safety concerns with JUMP bikes parked on the sidewalk
- Individuals with visual impairments have difficulty navigating around JUMP Bikes parked on the sidewalk
- Individuals using wheelchairs have found JUMP bikes blocking pedestrian access
- Individuals need to be able to report problem JUMP bikes and receive a timely response
- JUMP bike users should receive more robust parking instructions to reduce conflicts with individuals with disabilities
- JUMP bike users parking inappropriately should be notified if they have violated parking rules and receive penalties with multiple infractions
- More education about JUMP bike parking safety is desired and could be combined with other education programs such as the Street Smarts program

As requested by the E&D TAC, City of Santa Cruz staff forwarded the following ordinance language from the Santa Cruz Municipal Code:

10.68.050 PARKING

No person shall park, stand, or chain any bicycle or PTD against windows, street trees, planter boxes, shrubs or planted areas, or on the main traveled portion of any sidewalk or public way, nor in such manner as to constitute a hazard to pedestrians, vehicular traffic, or property. If no bicycle racks or other facilities intended to be used for bicycle or PTD parking are available within 50 feet, bicycles or PTD's may be parked on the sidewalk or locked to a parking meter pole, in an upright position parallel to and within twenty-four inches of the street curb.

(Ord. 2001-05 § 6, 2001: Ord. 76-15 § 1 (part), 1976).

SUMMARY

The City of Santa Cruz has partnered with Jump Bikes to bring bike share to Santa Cruz. Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC) expressed concern about JUMP Bikes parked on sidewalks and other locations that obstruct pedestrian access and discussed the issue with City of Santa Cruz staff at their November meeting requesting more information about the parking ordinance covering JUMP bikes.

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TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Senior Transportation Planner

RE: Elderly and Disabled Transportation Advisory Committee (E&D TAC) New Member Appointments

RECOMMENDATION

RTC staff recommends that the E&D TAC recommend that the RTC appointment new members and member alternate positions to fill vacancies on the E&DTAC.

BACKGROUND

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Currently, 40% of the E&D TAC member positions are vacant, including 3 of the 5 supervisorial districts. In August, the E&D TAC reviewed and provided input on a recruitment outreach plan. Staff implemented the outreach activities – including flyers, ads, press releases, public service announcements, Commissioner consultation, outreach to agencies working with seniors and people with disabilities, notification to senior centers, announcements at city council meetings and social media/email postings.

DISCUSSION

Based on these outreach activities, interest was expressed by nine individuals and resulted in six new applications received for the Elderly & Disabled Transportation Advisory Committee. In an effort to accommodate Commissioner recommendations and all interested applicants, staff recommends new positions noted as *pending* in the attached roster (Attachment 1). In addition, current E&D TAC member alternate, Alex Weske, has expressed interest in filling the a vacant E&D TAC member position. Below is a summary of information about the applicants with their full applications in the same order in Attachment 2.

- **Janet Edwards** – Ms. Edwards lives in mid-county, is over 60, has used a wheelchair for more than 40 years, is an occasional user of the bus and ParaCruz and has an adult son with autism that uses the bus. Janet is also on the Measure D Oversight Committee. She was nominated by Commissioner/ Supervisor John Leopold for the *member position representing the First District*.
- **Paul Elerick** – Mr. Elerick lives in Aptos, is over 60 and has been an active participant in transportation in Santa Cruz County for many years. He worked for former Second District supervisors and was nominated by Commissioner/Supervisor Zack Friend for the *member position representing the Second District*.
- **Martha Rubbo** – Ms. Rubbo lives in Watsonville, has had extensive volunteer experience with the American Red Cross, Watsonville Hospital, Grey Bears, St Vincent de Paul. In addition, Martha has served as an advisory board member on

several entities including the Seniors Council and Central Coast Alliance for Health. Currently, she has been senior companion working with the Santa Cruz County Mental health for over 9 years. Martha Rubbo is recommended for the *member position representing the Fourth Supervisorial District*.

- **Michael Pisano** – Mr. Pisano lives in mid-county, works at UCSC and has been on the Metro Advisory Committee since 2015. He has direct experience with family members living with disabilities and using a wheelchair. Michael Pisano is recommended for the *member position representing Potential Transit User (Disabled)*.
- **Patricia McVeigh** – Ms. McVeigh lives in mid-county, is currently retired and volunteers for many local organizations including Women Care, Kuumbwa, County Animal Shelter, Cabrillo Horticulture, Lifelong Learning and Watsonville Wetlands. She formerly worked as a nurse at Dominican Hospital for 31 years. Patricia is recommended for the *alternate position representing Potential Transit User (60+)*.
- **Patricia Fohrman** – Ms. Fohrman lives in City of Watsonville, a volunteers providing rides to seniors and participates in many commissions, including the City of Watsonville Personnel Commission, Santa Cruz County Senior Commission, and the Area Agency on Agency. Patricia F. is recommend for the *alternate positions representing the Fourth District*.
- **Alex Weske**- Mr. Weske is a program coordinator at Hope Services in Santa Cruz County. Hope Services is an organization focused on improving the quality of life of people living with developmental disabilities. A. Weske, currently serves as the E&D TAC Social Service Provider- Disabled E&D TAC member alternate position. Alex W. is recommended for the *member position representing Social Service Provide- Disabled*.

In addition, there are vacancies for the member and alternate positions representing Social Service Provider – Senior (County) and Social Service Provider – Disabled (County). Staff has reached out to Ellen Timberlake, the Director of Human Services at the County of Santa Cruz for recommendations for these positions. If there is follow up, an oral update will be provided at the meeting.

RTC staff recommends that the E&D TAC recommend that the RTC appointment new members and member alternate positions to fill vacancies on the E&DTAC as shown in Attachment 1.

SUMMARY

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Based on the approved recruitment outreach plan, seven new individuals have expressed interest in joining the E&D TAC. Staff recommends that new member and alternate positions be filled as shown (see Attachment 1 for current roster).

Attachment 1: Dec 2019 E&D TAC Roster

Attachment 2: Member applications from J. Edwards, P. Elerick, M. Rubbo, M. Pisano, P. McViegh, P. Fohrman, A. Weske



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

Membership Roster December 2019

(Year in Parentheses) = Membership Expiration Date
Potential new members noted as (Pending)

Members	Representing	Alternate
Clay Kempf (2022)	Social Services Provider - Seniors	Patty Talbot (2022)
vacant	Social Services Provider - Seniors (County)	vacant
<i>Alex Weske (Pending)</i>	Social Service Provider - Disabled	vacant
vacant	Social Service Provider - Disabled (County)	vacant
Tara Ireland (2020)	Social Service Provider - Persons of Limited Means	vacant
Lisa Berkowitz (2022)	CTSA (Community Bridges)	vacant
Kirk Ance (2020)	CTSA (Lift Line)	Jesus Bojorquez (2022)
John Daugherty, Vice Chair (2022)	SCMTD (Metro)	Daniel Zaragoza (2022)
Caroline Lamb (2022)	Potential Transit User (60+)	<i>Patricia McVeigh (Pending)</i>
<i>Michael Pisano (Pending)</i>	Potential Transit User (Disabled)	vacant

Supervisorial District Representatives		
Members	Representing	Alternate
<i>Janet Edwards (Pending)</i>	1st District (Leopold)	vacant
<i>Paul Elerick (Pending)</i>	2nd District (Friend)	vacant
Veronica Elsea, Chair (2022)	3rd District (Coonerty)	vacant
<i>Martha Rubbo (Pending)</i>	4th District (Caput)	<i>Patricia Fohrman (Pending)</i>
Deborah Benham (2022)	5th District (McPherson)	vacant

Grace Blakeslee, Staff, Regional Transportation Commission

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: Janet Edwards

Home address: [REDACTED]

Mailing address (if different): _____

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

E-mail: bsjedwards@aol.com

Length of residence in Santa Cruz County: 23 years

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

Member EDTAC

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

Measure D oversight Committee

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Small Businesses Various All Closed	San Jose, CA	Accounting manager	1980 to 1994
Sequel High Fund (Parents group) for Sequel High School	PO Box 1700 Sequel CA 401 Old San Jose Rd, Sequel	Treasurer	2009 to 2015

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

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



Signature

11-6-2019

Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other Supervisor John Leopold

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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Janet Edwards

Why am I interested in serving on this committee?

1. I am over 60
2. I am disabled in a wheelchair for more than 40 years.
3. I am an occasional user of the bus and paracruz.
4. I have an adult autistic son who has been using the bus.
5. I am concerned about traffic especially in my area and am willing to work on issues. This is what I did.

- The people in the Gross Road area have been very vocal about traffic in their area. This includes traffic coming off the freeway on to the Frontage Road, South Rodeo Gulch and Gross Road. There was a meeting held and it was decided to restrict South Rodeo Gulch during commute hours. Signs went up and nothing happened. So I decided to count cars during one of the worst times. I counted 250 cars on South Rodeo Gulch for one hour on a Friday night on four different occasions. When I reported this number to the staff of Supervisor John Leopold, the CHP decided that there was enough traffic that they would try to send officers to write tickets to enforce the signs. (May and June 2018) Traffic has improved, but is still a little bad at times.

COMMITTEE APPOINTMENT APPLICATION


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

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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: Paul Elerick

Home address: 

Mailing address (if different):

Phone: (home)  (business/message)

E-mail:  elerick@cruziolcom

Length of residence in Santa Cruz County: Since July, 1970

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

☐ Elderly and Disabled Advisory Commission

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

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Campaign for Sensible Transportation	Santa Cruz County	Co-Chair	2004
Robley Levy for Supervisor	Santa Cruz County	Worker	1988
Ellen Pirie for Supervisor	Santa Cruz County	Worker	1992

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

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


Signature

11-1-19
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ Patrick Mulhern

Return Application to: SCCRTC

Paul Elerick

Elderly & Disabled Transportation Advisory Committee Candidate for
member position representing 2nd Supervisorial District

I have lived in Aptos since 1970 at the same residence. Both my adult children also live in Aptos. We are all committed to making this county remain beautiful and a nice place to live.

I am an IBM retiree and also worked as a manager for Disabled Programmers Inc., a company that sought out disabled people and got them into good paying, rewarding jobs. Also provided programmer training for those that wanted it. I learned a lot about the challenges that people with disabilities face every day and was greatly impressed.

My 30 year career at IBM was all spent in San Jose, commuting from Aptos as many others have done. Most of this time I worked as a manager in Information Technology. I try to stay informed in what's going on in this field.

COMMITTEE APPOINTMENT APPLICATION

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

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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: Martha Rubbo

Home address: 1 [REDACTED]

Mailing address (if different):

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

E-mail: rubbo@att.net

Length of residence in Santa Cruz County: 20 1/2 years

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

☐ ☐

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

Although I have not served on any government commissions or committees, I have had the
opportunity to serve as advisory board member for various Santa Cruz county agencies. I have
also had extensive volunteer experience with the American Red Cross during hurricane Katrina
relief, and have served as a volunteer at Watsonville Community Hospital, Grey Bears, and St.
Vincent de Paul.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Senior Companion Program	234 Santa Cruz Ave. Aptos, Ca. 95003	Senior Companion working with Santa Cruz County Mental Health	2010-Present
Seniors Council Advisory Board	Aptos, Ca. 95003	Advisory Board Member	2015-Present
Central California Alliance for Health (Medi-Cal)	1600 Green Hills Road Ste. 101 Scotts Valley, Ca. 95066	Advisory Board Member	2016-Present

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

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

Signature

October 22, 2019

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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Martha Rubbo
SCCRTC Committee Appointment Application

Having been a senior companion working with Santa Cruz County Mental Health for over 9 years, I am well aware of the necessity for safe, reliable transportation for the elderly and disabled members of our community. Although the CCAH provides some transportation, they cannot meet the increasing need for services. Also, they cannot accommodate non-members of the alliance.

As a senior companion, I personally log about 2000 miles monthly providing transportation for my clients. I would very much would like to serve on the SCCRTC advisory committee and assist this vital organization to fulfill its mission. Thank you for reviewing my application.

COMMITTEE APPOINTMENT APPLICATION

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

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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: MICHAEL RISANO

Home address: [REDACTED]

Mailing address (if different): _____

Phone: (home) [REDACTED] (business/message) 831-459-1867

E-mail: MPISANO@UCSC.EDU

Length of residence in Santa Cruz County: 7 YEARS

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

☒ E&D TAC ☐

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

I HAVE BEEN ON THE METRO ADVISORY COMMITTEE (MAC) SINCE 2015. I HAVE BEEN PAST CO-CHAIR AND THE CHAIRPERSON TWICE. I WAS ON THE COMMITTEE TO BRING MEASURE H TO BALLOT, AND CONTINUE TO HELP WITH THE SAME GROUP.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
METRO ADVISORY COMMITTEE (MAC)	SANTA CRUZ	MEMBER PAST CHAIR (2X) PAST CO-CHAIR	CURRENT
TEAMSTERS LOCAL 2010	UCSC	UNION STEWARD	CURRENT
MEASURE H + AFFORDABLE HOUSING LEADERS (FRED KOEHLER + DON LANE)	SANTA CRUZ COUNTY	ADVOCATE	CURRENT

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.

(PLEASE SEE ATTACHED)

MICHAEL PISANO

pg 2 of 4

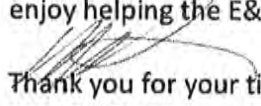
COMMITTEE APPOINTMENT APPLICATION

SCCRTC - E&D TAC

Statement of Qualifications:


Although I have lived in Santa Cruz since 2012 – My parents met in Santa Cruz during Spring Break in 1958 and had their first kiss on Cliff Street while walking towards the Boardwalk. My Aunt lived in Santa Cruz in the 60', the '70s & 80'. My Uncle moved to Boulder Creek in the '60s, and I have another Uncle that moved here in 2017. I, of course, remember the discussion's around Grandma's dinner table with my Aunts & Uncles discussing Hwy 17 & Hwy 1. I enjoy helping our community, and I bring a unique perspective to our transportation needs. I have been interested in urban planning and transportation since I was a youngster. I remember making a large diorama of a beach town in kindergarten. I have taken courses at Cal Poly San Luis Obispo on urban planning & transportation, while I tried to gain a Construction Management degree.

As MAC chair & co-chair, I successfully helped lead the MAC through the \$6.5 million Metro deficit, Measure D, SB1, and Measure 6. I have advocated for ITS, and TDM for both the City & County of Santa Cruz and UCSC TAPS. I am always looking for ways to increase the Metro's ridership and find equitable solutions for our transportation needs for our County. As a senior, I see the need to help with transportation for seniors, and bring a little perspective to accessibility as with my grandfather using a wheelchair for the last years of his life. I would enjoy helping the E&D TAC.


Thank you for your time & consideration
Michael Pisano

pg 3 of 4

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

9/11/19

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: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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Four (4) pages enclosed

pg 4 of 4

COMMITTEE APPOINTMENT APPLICATION

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

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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: Patricia McVEIGH

Home address: [REDACTED]

Mailing address (if different): SAME

Phone: cell [REDACTED] (business/message) _____

E-mail: pmeveigh@baymoon.com

Length of residence in Santa Cruz County: 31 years

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

☒ E&D RTC ☐

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

none in government

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
RETIRED R. N DOMINICAN HOSP		O. R	31 yrs
Volunteer	women care Kuumbwa county animal shelter cabrillo Horticulture		
	UCSC - OHL WATSONVILLE Wetlands		

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.

as a retired elder, I am interested in knowing about and enhancing transportation services for elderly, disabled and disadvantaged people. I hope to contribute my energy and ability to enhancing these services in our eldering community. Those without transportation face isolation and inability to contribute to our community.

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

August 21, 2019
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: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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COMMITTEE APPOINTMENT APPLICATION

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: Alex Weske

Home address: [REDACTED]

Mailing address (if different): _____

Phone: (home) [REDACTED] (business/message) (831) 600-1507

E-mail: aweske@hopeservices.org

Length of residence in Santa Cruz County: N/A

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

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

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

Relevant Work or Volunteer Experience

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

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

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


Signature6/1/18
Date**How did you learn about this opportunity?**☐ newspaper☐ radio☐ internet☐ flyer☐ friend/family member☒ other**Return Application to:**

SCCRTC

Elderly & Disabled Transportation Advisory Committee

1523 Pacific Avenue

Santa Cruz, CA 95060

fax: 460-3215 email: gblakeslee@scrtc.org

Elderly and Disabled Transportation Advisory Committee

Application – Statement of Qualifications

Alex Weske- June 2018

I have worked directly with individuals with developmental disabilities in Santa Cruz County, both in a direct care and in a program management role, for the last 7 years. In this time, I have had an opportunity to develop a close knowledge of the needs of this community, including in regard to transportation and access to resources.

AGENDA: December 10, 2019

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Free Metro Fare for Visually Impaired (Metro)

RECOMMENDATION

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the Free Metro Fare for Visually Impaired.

BACKGROUND

The Santa Cruz Metropolitan Transit District received this item at their August 23, 2019 meeting ([Attachment 1](#)).

DISCUSSION

Metro staff will attend the E&D TAC meeting, provide information and answer questions.

Attachment 1: Free Metro Fare for Visually Impaired, Item # 14 from the Metro's August 23, 2019 board packet



DATE: August 23, 2019

TO: Board of Directors

FROM: Jayme Ackemann, Marketing, Communications and Customer
Service Director

**SUBJECT: AUTHORIZE A PUBLIC HEARING ON A FIXED ROUTE FREE FARE
PROGRAM FOR LEGALLY BLIND CUSTOMERS**

I. RECOMMENDED ACTION

That the Board of Directors authorize a public hearing for the September 27, 2019 board meeting on a proposal to add a free fare for legally blind fixed route customers

II. SUMMARY

- This report provides information and background on the proposed free fare program to enhance use of fixed-route bus services for customers with qualifying visual impairments. While Santa Cruz Metropolitan Transit District (METRO) provides meaningful access to its transit service to customers with visual impairments, it does not want METRO's currently available technology to purchase tickets to limit a customer with a qualifying visual impairment's use of METRO.
- The accompanying resolution sets a public hearing date to take action on the proposed change to METRO's fare policy, which is intended to better serve customers with qualifying visual impairments.

III. DISCUSSION/BACKGROUND

METRO works closely with Santa Cruz County's Americans with Disabilities Act (ADA) Commission to ensure that its system can be used by all customers.

Over the span of several years, METRO has received reports from legally blind customers that METRO's ticket vending machines (TVMs) present issues related to the user's experience. While there are other methods to pay for METRO fares, TVMs are the only way to physically purchase tickets when customer service representatives are off duty. METRO has worked diligently and collaboratively with the TVM vendor (GFI) and members of the legally blind community to respond to these reported concerns.

Although some improvements have been reported, and despite METRO's best efforts, we continue to receive reported concerns regarding the use of the TVMs for individuals with visual impairments.

In the interest of best serving this community, METRO is proposing a free fare program for customers who can provide medical certification that they are “legally blind.” The program would be discontinued once METRO has the funding to replace its existing TVMs or substitute other new technologies (e.g., mobile ticketing applications) in their place.

Legal blindness is a designation used by government agencies when evaluating who is eligible for certain disability and other benefits. Customers meeting this designation will be able to apply for a special pass that indicates to the bus operator that they may ride for free. These passes will be available to qualifying customers, whether they are local to the Santa Cruz and the Bay Area, or visitors from other areas. No customer with a qualifying visual impairment is required to apply for the special pass to use METRO's transit service, as they may continue to purchase tickets from customer service representatives or use other available methods if they choose to pay for transit services on METRO.

IV. FINANCIAL CONSIDERATIONS/IMPACT

Staff believes the potential financial impact is negligible based on the small number of legally blind residents currently residing in Santa Cruz County. According to the 2017 American Community Survey, which collects data on Americans with disabilities, there are 6,171 individuals with a visual disability and 63,408 individuals with any type of disability living in Santa Cruz County.

METRO served more than 5 million trips in 2018. Approximately 12.7% of those trips were taken by individuals with any type of qualifying disability or older adults eligible for the discount fare.

V. ALTERNATIVES CONSIDERED

- Replace all TVMs – Not feasible due to lack of funding. The projected cost of replacement is approximately \$1,000,000.
- Eliminate all TVMs – Eliminates a vital option for customers needing to purchase tickets after hours and on weekends when the Customer Information Booth is not staffed.
- No Change – Certain members of the visually impaired community report continuing difficulties using TVMs that would not be addressed.

VI. ATTACHMENTS

None

Prepared by: Jayme Ackemann, Marketing, Communication and Customer Service Director

V. APPROVALS

Jayne Ackemann, Marketing,
Communications & Customer Service
Director




Approved as to fiscal impact:
Angela Aitken, CFO

Alex Clifford, CEO/General Manager



TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Programming Competitive Grant Funds

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission's (RTC) advisory committees review and recommend that the RTC approve projects to receive up to \$350,000 in Regional Surface Transportation Program Exchange (RSTPX) funds, as summarized in this staff report.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state, federal and local funds. These discretionary funds include regional shares of Regional Surface Transportation Program Exchange (RSTPX). RSTPX funds are available for a variety of transportation projects as set forth in federal and/or state guidelines. These include various public street and highway, bicycle and pedestrian, transit, transportation system management, and transportation demand management projects.

In September 2019, the RTC decided to program all but \$350,000 of the region's shares of RSTPX through FY20/21 by formula to cities, the County of Santa Cruz, and Santa Cruz Metropolitan Transit District (METRO). The RTC set aside \$350,000 for non-city, non-county, non-METRO entities, with projects to be selected through a competitive application process.

DISCUSSION

RSTPX Competitive Grants

The RTC received four applications in response to the call for projects for \$350,000 in competitive RSTPX funds. Staff considered project deliverability, consistency with the *Regional Transportation Plan* (RTP) goals, policies, and targets, consistency with RTC adopted plans and federal and state criteria and guidelines when evaluating projects.

Staff recommends that the RTC advisory committees review and recommend projects to receive competitive RSTPX grant funds, as summarized below. A summary of the proposals are included as Attachment 1. The applications received are online at:

<https://sccrtc.org/funding-planning/project-funding/2020-rstpx-competitive-grants/>

Staff Recommendations for Competitive Funds

Implementing Agency	Project	Request	Recommended RSTPX
Bike Santa Cruz County	Project PASEO - Open Streets Events, Earn-a-Bike, and Pop Up Bike Lane	\$100,000	Up to \$100,000
Ecology Action	Bike and WalkSmart: Youth Bike & Walk Safety Education	\$50,000	Up to \$50,000
Ecology Action	Bike Challenge + to increase bike commuting	\$200,000	Up to \$200,000
Trail Now	Trail platform on top of railroad tracks at Antonelli Pond	\$79,087	\$0
Total		\$429,087	Up to \$350,000

The RTC set aside up to \$350,000 for competitive grants, but could also decide to not fund some of these projects, fund projects at lower amounts, or only fund some components of projects. Any unprogrammed amounts will be held in reserve and could be used on these or other projects in the future.

Staff does not recommend funding the Trail Now platform on the railroad tracks project at Antonelli Pond at this time. If the RTC were to fund the platform on the railroad tracks project, the RTC or another agency with a Master Agreement with Caltrans would have to agree to serve as the lead agency responsible for ensuring all state and federal mandates are met, significant logistical challenges would need to be resolved with the federal, state, and local railroad agencies and regulators. Due to significant unknowns regarding the cost and feasibility of this type of project, staff determined that time is better spent delivering the existing planned trail project.

Next Steps

RTC advisory committees are concurrently reviewing proposals for these funds at their December 2019 meetings. Staff will consider input from committees when developing final staff recommendations expected to be presented to the RTC board at its January 2020 meeting.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds, including state Regional Surface Transportation Program Exchange (RSTPX) funds. Staff is seeking input and recommendations from advisory committees on projects proposed to receive these funds.

Attachment:

1. Summary of Proposals for RSTPX Competitive Grants

\\rtcserv2\internal\rtip\2020rtip\2020cycle\staffreports\rstpxcompetitiverec-sr-committeesdec2019.docx

Summary of Proposals for RSTPX Competitive Grants
Excerpts from applications. Full applications are online at:

<https://sccrtc.org/funding-planning/project-funding/2020-rstpx-competitive-grants/>

Project PASEO: Bike Santa Cruz County

RTC Staff Recommendation: Up to \$100,000

1. **Project Title:** Project PASEO (Positive ActiveTransportation Safety Education Opportunities)
Proyecto PASEO (Positivo TransportaciónActivo Seguridad Educación Oportunidades)

2. **Description: Open Streets, Earn-a-Bike and Pop-Up Bike Lane**

Open Streets are free annual public events that temporarily transform roadways into parks for people to bike, walk, skate, and play in a safe and festive environment by temporarily diverting automobile traffic.

The Earn-a-Bike program is a free, seven week educational and recreational program providing bikes, tools, and safety supplies to middle school students, and instructing them in the basics of bike repair, cycling safety, and nutrition education. Teen mentors support program implementation for younger participants, encouraging biking and healthy eating behavior.

A Pop-Up Bike Lane is a temporary demonstration of a protected bike lane. A temporary demonstration is a pilot project and therefore easier for Public Works staff and the community to support. It also provides an opportunity for the community to experience and provide input as to whether a permanent installation is of interest.

3. **Summary of Project Purpose, Need, Benefits:**

Santa Cruz County has a disproportionately high rate of bicycle and pedestrian injuries and fatalities, ranking among the worst for all California counties. Bike Santa Cruz County has been supporting efforts to get local governments to adopt Vision Zero policies towards reducing all traffic-related serious injuries and deaths to zero. Providing our community members of all ages with multiple opportunities for learning how to walk and bike safely is a distinct public health and safety need. Open Streets, Earn-A-Bike and Bike Club programs, and Pop-Up/ Demonstration Protected Bike Lanes all benefit active transportation awareness, safety and confidence in communities and for community members.

Benefits of comprehensive Project PASEO: The combined effect of these three different programs, with the common goal of promoting active transportation. By instilling confidence in bike handling and bike maintenance skills, and experiencing cycling in safe locations, Project PASEO programs build structure and reduce barriers to cycling for daily trips, increasing quality of life and supporting positive health outcomes for youth and their families in disadvantaged communities, and creating the next generation of bicycle advocates.

4. **Additional information on components of work plan**

Open Streets:

- RSTPX requested: \$50,000
- Total cost: \$112,079
- Schedule: 2 events in Watsonville - summer 2020 & spring 2021, 2 events in Santa Cruz - Fall 2020

& 2021, New TBD location - est. Spring 2021

- Estimated users: 30,000 participants over the course of 5 events
- Benefits:
 - promote physical activity and health
 - promote a culture of bicycling and walking
 - foster community, civic pride and quality of life
 - increase safety and access to the roadway for users of all ages, abilities and modes

Earn-A-Bike Programs:

- RSTPX requested: \$30,000
- Total cost: \$71,470
- Schedule: Feb 2020 Planning - June 2021 last workshop
- Estimated users: 15 middle school students, and 5 high school students each session (3 sessions, 7 weeks each)
- Benefits:
 - Remove barriers to cycling for youth by providing bicycles to youth, teaching bicycle safety practices and basic bicycle mechanic skills
 - Utilize a Peer-Mentor model to build community connectedness, build confidence for high school and middle school youth, build bikes, and build a youth advocacy base in these communities.
 - Youth in Santa Cruz County are disproportionately burdened by, and at risk for, diabetes and obesity, with 49% of Latino youth and 24% percent of white youth in Santa Cruz County outside the California Department of Education's "healthy fitness zone"
 - Biking can promote healthy lifelong fitness habits and provide a fun and convenient means of meeting recommended physical activity guidelines

Protected Bike Lanes

- RSTPX requested: \$20,000
- Total cost: \$57,308
- Schedule: February 2020 – June 2021
- Estimated users: Live Oak - up to 150 cyclists per day; Watsonville - up to 100 cyclists per day
- Benefits:
 - Temporarily demonstrate what a protected bike lane is in order to encourage expansion of protected bicycle lanes throughout Santa Cruz County
 - Increase safety due to the physical separation, rather than just paint, between cyclists and motorists.
 - Increase bike ridership

Bike Challenge +: Ecology Action

RTC Staff Recommendation: \$200,000

1. **Project Title:** Bike Challenge + - a gateway to increased bike commuting
2. **Description:** The Bike Challenge + is an evolution of the Bike to Work is Every Day pilot program which catalyzed and propelled an increase in frequent bike commuting throughout Santa Cruz County. Based on the pilot success and lessons learned, version 2.0 will utilize an online tracking and encouragement platform (either Love to Ride or Ride Amigos) that leverages regular participant rewards, friendly competition and team support/encouragement. The twice-a-year Monthly Bike Challenge and year-round encouragement tools will target all commuters in Santa Cruz County. The Challenge + also includes bike commuter workshops, a Rail Trail Ride, marketing campaign, incentives and data/survey collection all geared toward increasing daily bike commuting.
3. **Summary of Project Purpose, Need, Benefits:** The Bike Challenge + is designed to shift more people to choose the bike for transportation and to increase the frequency of those who currently bike commute. As local jurisdictions build more and better bike infrastructure—such as the Rail —there is a need to create the bike social infrastructure of support and encouragement to get more people on bikes for every day transportation. Benefits include reduced commute and regular drive alone car trips therefore reducing VMT, GHG emissions & other tailpipe pollution, safer, less congested and more livable streets.

4. Additional information on components of work plan

- RSTPX requested: \$200,000
- Total cost: \$362,000
- Schedule: January 2020-December 2021
- Estimated daily users: 1685

Project components:

- **Two Month-long Bike Challenges:** High visibility month-long Bike Challenges in May and September. EA will utilize an online platform that engages, motivates, tracks and rewards bike commuter and transportation trips. EA will engage at least 1,300 participants from 80 work sites throughout the county. EA will target large employers and communities from a variety of locations, from south to north county.
- **12-month Targeted Encouragement:** Ongoing engagement and encouragement using variety of direct channels – including commuter workshops, bike rides and direct one-on-one outreach -- to motivate at least 1,900 Challenge participants to keep bike commuting year-round. EA will provide demographically specific, bike commuter essentials tool kits to prepare participants for commuting throughout the year.
- **10 bike commuter/safety workshops (five per year):** These direct to commuter workshops focus on safety, commuter gear/resources, bike routes and other essential information to give participants the information, skills and confidence to bike in traffic. EA's League of American Bicyclists certified instructors utilize video, slides, and interactive presentations to educate participants, including best practice skills for operating ebikes, JUMP bikes and for sharing and using the Rail Trail. Targets: new and intermediate cyclists to teach them how to safely and confidently navigate busy roads and paved trails. Workshops will be split between community events at high-profile sites and include lunch time and evening workshops at geographically diverse locations across the County.

- **Host Rail Trail Ride (one in 2021):** Community bike ride and pop-up event on the Westside of Santa Cruz to directly promote and engage the community in making the best use of the newly opened section of the Rail Trail.
- **Survey and Data collection (one baseline and least one follow up survey for each participant):** Collection of both baseline and follow-up survey data to measure the impact of the Challenge + and evaluate the impact of new bike infrastructure such as the Westside Rail Trail. EA will work with RTC staff to design survey questions, analysis and timeline.
- **Incentives:** Randomly selected Challenge participants will be receive rewards to motivate the greatest number of riders throughout the year.
- **Marketing:** Design and implement a marketing campaign based on a needs assessment of new and intermediate riders. The campaign will use a variety of media channels such as social media, original content, photographs and videos, digital graphics/art, monthly e- newsletters, ads, news stories, and on street promo. This campaign will increase awareness and engagement to maximize the number of Challenge participants and move them to adopting bike commuting as a daily habit.

Bike and WalkSmart: Youth Bike & Walk Safety Education: Ecology Action
RTC Staff Recommendation: \$50,000

1. **Project Title:** Bike and WalkSmart: Youth Bike & Walk Safety Education
2. **Description:** Walk Smart and Bike Smart program provides 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County. This proposal will allow us to teach bike and walk safety to 860 second and fifth graders at some 22 classrooms over the 2-year grant period.
3. **Summary of Project Purpose, Need, Benefits:** Increase safe and regular biking and walking to school by elementary students. Young students lack the knowledge and skills to safely bike and walk to school and other frequent destinations. This program will provide the training to give these students the tools to be safe and frequent active transportation users.
4. **Additional information on components of work plan**
 - RSTPX requested: \$50,000
 - Total cost: \$56,000
 - Schedule: February 2020-December 2021
 - Estimated users: 860 2nd and 5th graders

Project components:

- **Bike Smart:** 50-minute classroom presentation followed by a separate 50-minute on-bike training session/ bicycle safety obstacle course (aka bike rodeo) with 5th graders. The on-bike session is preceded by an in-class reminder of previous lesson and followed by a lessons-learned summary. Bike Smart classroom presentations use a variety of mediums - live demonstrations, animations, videos and discussion - to teach safety behavior to students. Lessons cover the benefits of bicycling, rules of the road, the importance and correct use of a bicycle helmet, choosing safe routes, safely navigating intersection crossings, being visible, and other safe bike-handling topics. Students are quizzed on their knowledge of bicycle safety both before and after completion of the Bike Smart program, to measure program effectiveness.
- **Walk Smart:** This program is also structured with a classroom and 'walk around the block' field session, which requires 2nd graders to walk through a series of exercises including stopping, looking both ways, and crossing the street only when it is free of oncoming vehicles. The training is preceded by either classroom or assembly presentations. The programs utilize bilingual and bicultural staff, coordinate with law enforcement, and provide targeted educational handouts.
- This proposal will move EA closer to reaching every 2nd and 5th grader with essential walk and bike safety education trainings that will help meet RTC's Safe Routes to School goals while providing our youth with skills for adopting life long active transportation habits.

Platform on railroad tracks to provide a transportation trail- Trail Now

RTC Staff Recommendation: \$0

Staff does not recommend RSTPX funds for this project. Using state or federal funds and addressing permit and other challenges would require significant RTC staff time.

5. Project Title: Platform on railroad tracks to provide a transportation trail

6. Description:

- Design and engineer a platform that is placed on top of the existing railroad tracks to be used as transportation trail
- Platform designed to be removed to allow use of railroad tracks when required.
- Fabricate a platform section as a proof of concept for future implementation along corridor
- Proof of concept platform will allow for cost and regulatory assessments for extended trail platform system
- Conduct public-outreach with platform
- Provide cost estimate to build standard platform for expansion across Santa Cruz Coastal Corridor (Railroad)
- Final permanent location of platform at Antonelli Pond crossing for improved public access
- Report to RTC on platform

7. Summary of Project Purpose, Need, Benefits:

- Lower cost approach for narrow sections of coastal corridor
- Reduce tree and brush cutting requirements
- Allow for wetlands to remain intact and environmentally-sensitive areas
- Increase public access to coastal corridor
- Support long-term trail and transit plans for Santa Cruz County
- Support Railroad and California Transportation Commission (CTC) requirements
- Reduce deterioration of transportation resource
- Enable community to use the coastal corridor for active transportation today

8. Additional information on components of work plan

- RSTPX requested: \$ \$79,087
- Total cost: Grant application says \$89,334
- Schedule: December/2019 to August/2020
- Estimated users: Not available

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