



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, August 11, 2020

NOTE: TELECONFERENCE

Join the online meeting to see presentations: <https://us02web.zoom.us/j/82613239724>

Online meeting ID: 826 1323 9724

Dial-in number (US): +1 669 900 9128

Members of the public may not attend this meeting in person. Comments and questions may be shared with the Committee through teleconference audio in real time, or by prior written submission to amarino@scrcrtc.org.

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, and the Governor's Executive Order N-29-20, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order](#).

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

1:42pm- CONSENT AGENDA

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

- 5. Approve Minutes from April 14, 2020 — pg. 4**
- 6. Receive the Triennial Performance Audit of Santa Cruz County Transit Operators — pg. 10**
- 7. Receive the Final Unmet Paratransit and Transit Needs list — pg. 17**

- 8. City of Watsonville Article 8 Transportation Development Act Allocation Request – MBSST Segment 18 Phase 1— pg. 27**
- 9. Receive RTC Meeting Highlights — pg. 33**
- 10. Receive Information Items — pg. 40**
 - a. Updated CORE Investments Program
 - b. 6 ways to Make City Streets Safer for Pedestrians
 - c. Why the 30th Anniversary of Disabilities Act Matters
- 11. Pedestrian Hazard Report — pg. 58**
- 12. Accept correspondence from the public — pg. 60**
 - a. Working Remotely Public Comment

REGULAR AGENDA

- 13. 1:55 pm — Receive Program Updates — pg. 61**
 - a. Volunteer Center — 4th Quarter TDA Report
 - b. Community Bridges — 3rd Quarter TDA Report
 - c. Santa Cruz Metro —
 - d. SCCRTC —
- 14. 2:10 pm — Measure D 5-Year Plan for Regional Projects and Direct Allocation to Community Bridges Lift Line — pg. 67**
- 15. 2:25 pm — Preliminary Draft Project List for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy — pg. 112**
- 16. 2:40 pm — Caltrans District 5 Active Transportation Plan — pg. 114**
- 17. 3:00 pm — Pedestrian Projects Ad-hoc Subcommittee Safe Intersection Design Presentation — pg. 116**
- 18. 3:30 pm — Adjourn**

Next meeting: 1:30 pm, October 13, 2020 @ RTC Office, Santa Cruz.
NOTE: Teleconference may be necessary due to COVID-19.

HOW TO REACH US

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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, April 14, 2020

NOTE: Teleconference

WEB: <https://us02web.zoom.us/j/669699479>

Dial-in number (US): +1 669 900 9128

Conference ID: 669 699 479

1. Roll call

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

Members present:

Kirk Ance, CTSA (Lift Line)
Deborah Benham, 5th District
Janet Edwards, 1st District
Michael Pisano, Potential Transit User (60+)
Lisa Berkowitz, CTSA (Community Bridges)
Veronica Elsea, Chair, 3rd District
Tara Ireland, Social Service Provider – Persons of Limited Means
Caroline Lamb, Potential Transit User (Disabled)
John Daugherty, SCMTD (Metro)
Phil Kipnis, 1st District Alternate

Unexcused absences:

RTC staff present:

Grace Blakeslee
Amanda Marino
Amy Naranjo
Ginger Dykaar
Brianna Goodman
Luis Mendez
Guy Preston

Others present:

Wondimu Mengistu, Santa Cruz Metro
Pete Rasmussen, Santa Cruz Metro
Sally Arnold, member of the public
Brett Garrett, member of the public

2. Introductions

3. Oral communications

Member Michael Pisano inquired about construction of K-rail on State Route (Highway) 1 in Santa Cruz County. Guy Preston, RTC Executive Director, communicated that K-rail along HWY 1 is a part of a CALTRANS project to accommodate the resurfacing of HWY 1 to meet safety standards.

Member Lisa Berkowitz announced that the Community Bridges dining site in Santa Cruz serving people over the age of 60 has been closed since March 16th, 2020. Meals on Wheels changed the eligibility of requirements for home deliveries for people over the age of 60.

4. Additions or deletions to consent and regular agendas

Chair Veronica Elsea clarified that item # 12, Appointment of Chair includes appointment of vice chair as shown on the staff report.

None.

CONSENT AGENDA

5. Approved minutes from February 11, 2020

A motion (Pisano/Lamb) was made to approve the February 11, 2020 minutes. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor. Tara Ireland was not present for this vote.

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Received Information Items

- a. The Senior & Disability Pedestrian Safety Workgroup of the San Francisco Vision Zero Coalition "Getting to the Curb A Guide to Building Protected Bike Lanes That Work for Pedestrians" (2019)
- b. Letter from Caltrans District 5 to RTC Regarding Purchase of Electric Vehicles as part of the FTA Section 5310 Program
- c. Elaine Ingalls, "Santa Cruz Metro in Crosshairs of Proposed Legislation" Santa Cruz Sentinel, March 1, 2020

9. Accepted correspondence from the public

10. Pedestrian Hazard Report

A motion (Ance/Edwards) was made to approve the consent agenda. The motion

passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor. Tara Ireland was not present for this vote.

REGULAR AGENDA

11. Received Program Updates

a. Volunteer Center – COVID 19 Update

Member Tara Ireland communicated the impacts of COVID-19 on the Volunteer Center's transportation services and the development of the Grocery Shopper Program.

b. Community Bridges – COVID 19 Update

Member Kirk Ance communicated the impacts of COVID-19 on Community Bridge's transportation services. Lift Line clients who need food delivery are receiving home-delivered meals.

c. Santa Cruz Metro – COVID 19 Update

Wondimu Mengistu representing Santa Cruz Metro communicated the impacts of COVID-19 on Metro's transportation services. Santa Cruz Metro is currently running the weekend service schedule seven days a week.

d. SCCRTC– COVID 19 Update

Amanda Marino, Transportation Planner, communicated that RTC is in the process of projecting reductions in sales tax revenue for Measure D and TDA funding due to COVID-19 and announced that the Measure D 5-year plan update is currently postponed.

Luis Mendez, RTC Deputy Director, provided information regarding potential TDA funding impacts on TDA recipients due to COVID-19.

e. Special Projects

Chair Veronica Elsea provided an update on the work status of the Pedestrian ad-hoc committee discussing intersection design. Due to COVID-19 the committee postponed a meeting but will be able to provide an update on the work being done at the next E&D TAC meeting.

No action taken.

12. Appointment of Chair (and Vice Chair)

A motion (Pisano/Edwards) was made to elect Veronica Elsea as Chair for a one-year term. The motion passed unanimously, with members Kirk Ance,

Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor.

A motion (Pisano/Berkowitz) was made to elect Janet Edwards as Vice Chair for a one-year term. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor.

13. 2020 Unmet Paratransit and Transit Needs List

Amanda Marino, Transportation Planner, explained that each year the E&D TAC voluntarily prepares a list of unmet paratransit and transit needs in Santa Cruz County, referred to as the Unmet Needs List. The RTC considers adoption of the final Unmet Needs List at the May RTC meeting.

Committee members discussed revisions to the Unmet Needs List including the need to increase early morning and late-night transit service and increase weekend service to downtown centers and other commercial centers in Santa Cruz County. The committee also identified the need to consider pedestrian patterns when planning transit routes.

A motion (Kipnis/Pisano) was made to revise the Draft 2020 Unmet Paratransit and Transit Needs List to reflect the comments made by E&D TAC committee members and recommend that the Regional Transportation Commission adopt the Final 2020 Unmet Paratransit and Transit Needs list following a public hearing on May 7, 2020. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor.

14. Transportation Development Act Claim for Volunteer Center

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA claim for the Volunteer Center. Tara Ireland, Volunteer Center, provided an overview of the Volunteer Center TDA claim.

Luis Mendez, RTC Deputy Director explained that the Volunteer Center's request for funding for a new Grocery Shopper Program, and for early allocation of the TDA funds in May is possible given the COVID-19 circumstances.

A motion (Daugherty/Lamb) was made to recommend that the Regional Transportation Commission approve the Volunteer Center's TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor.

15. Transportation Act Claim for Community Bridges

Amanda Marino, Transportation Planner, communicated the staff recommendation

for the TDA/STA claim for Community Bridges. Kirk Ance, Community Bridges, provided an overview of the Community Bridges TDA/STA claim.

A motion (Kipnis/Edwards) was made to recommend that the Regional Transportation Commission approve Community Bridges' TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed with members Deborah Benham, Janet Edwards, Michael Pisano, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor. Members Kirk Ance and Lisa Berkowitz abstained from the vote.

16. Transportation Act Claim for Santa Cruz Metropolitan Transit District

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA/STA claim for Santa Cruz Metro. Wondimu Mengistu, Santa Cruz Metro, provided an overview of the Metro TDA/STA claim.

Committee Member Deborah Benham inquired about using "Clipper Cards" for HWY 17 mobile ticketing. Pete Rasmussen, Santa Cruz Metro, communicated that the "Clipper Card" is a project of the Metropolitan Transportation Commission. Santa Cruz Metro has previously discussed this option with the Metropolitan Transportation Commission and allowing for use of the Clipper Card on the HWY 17 express would be at the discretion of the Metropolitan Transportation Commission Committee members further conversed about this possibility.

A motion (Kipnis/Edwards) was made to recommend that the Regional Transportation Commission approve Metro's TDA claim. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Phil Kipnis, voting in favor. Member John Daugherty abstained from the vote.

17. Transportation Development Act Claim for the Health Services Agency for CTSC and Ride N Stride Program

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA/STA claim for the HSA. Committee members discussed the benefits of the CTSC and Ride N Stride Programs.

A motion (Edwards/Lamb) was made to recommend that the Regional Transportation Commission approve HSA's TDA claim. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, John Daugherty, Phil Kipnis, voting in favor.

18. Transit Corridor Alternatives Analysis – Alternatives Screening Results and Short List of Alternatives

Ginger Dykaar, RTC Senior Transportation Planner, presented the TCAA alternative screening results and described each alternative for high capacity public transit on the Santa Cruz Branch Rail Line to be considered for further analysis.

Committee members discussed the potential alternatives asking questions regarding

accessibility, safety, and connectivity. Members of the public commented on COVID-19 impacts on the alternatives and risks to property ownership if a rail alternative is not selected.

A motion (Lamb/Benham) was made to recommend the Regional Transportation Commission consider that the E&D TAC prefers the rail line alternatives. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Michael Pisano, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Phil Kipnis, voting in favor. Member John Daugherty voted against.

Meeting adjourned at approximately 4:15 pm

The next E&D TAC meeting is scheduled for Tuesday, June 9, 2020 at 1:30 p.m. at the Cabrillo College's Watsonville Center.

NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff

TO: Regional Transportation Commission (RTC)

FROM: Tracy New, Director of Finance

RE: Transportation Development Act (TDA) Fiscal Years 2016-2018
Triennial Performance Audit

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) accept the fiscal years (FY) 2015-16 to 2017-18 triennial performance audit report of the RTC (Attachment 1) and Santa Cruz County transit operators (Attachment 2); and direct staff to implement the recommendations of the RTC audit.

BACKGROUND

State law requires triennial performance audits of local transportation planning agencies and transit operators who receive Transportation Development Act (TDA) funds. The audit determines compliance with state requirements and evaluates the efficiency, effectiveness and economy of operations. The performance audit guidebook produced by Caltrans states:

“While meeting the legal requirements for conducting a performance audit is important, a performance audit also provides an opportunity for an independent, objective and comprehensive review of the economy, efficiency, and effectiveness of the entity being audited. The audit has other benefits, including:

- Provides management with useful information to assess past activities and provides insight for future planning efforts;
- Provides management with a review and evaluation of an agency’s organization and operations;
- Presents an opportunity to utilize auditor expertise which can supplement staff work; and
- Assures public accountability for the use of public funds.”

The FY 2016-2018 triennial performance audits of the RTC and the transit operators were conducted by Michael Baker International in accordance with Section 99246 of California’s Public Utilities Code (PUC). The final audit reports for the audit of the RTC and operators will be submitted to the State Controller as required by state law.

DISCUSSION

To conduct the triennial performance audit and prepare the audit reports, Derek Wong of Michael Baker International interviewed board members and staff and visited facilities of the entities being audited. Although not required by state law, the triennial performance audit of the Santa Cruz County operators includes Community Bridges and the Volunteer Center.

RTC Triennial Performance Audit

The RTC FY 2016-2018 triennial performance audit ([Attachment 1](#)) finds that the RTC is in compliance with TDA requirements and in some cases exceeds those requirements. The RTC triennial performance audit also finds that one of the two recommendations of the previous audit have been implemented. The recommendation to include a standard assurances form in TDA claims for transit was developed but had not been implemented at the time of this audit. It has now been implemented with the TDA funding claims for FY 2020-21, which are being considered in a different staff report under the agenda for this RTC meeting. The RTC 2016-2018 triennial performance audit includes the following four recommendations:

1. Include standard assurances form in TDA claims for transit.

This recommendation is being forwarded in this audit, since TDA claims for transit funding must ensure compliance with a series of provisions in the TDA statute. These standard assurances are typically listed in a checklist format in the TDA claims and should be reviewed and signed off by the transit claimant prior to submittal of the claim. The RTC, in turn, would verify compliance for each applicable measure prior to approving the claim for funding. Standard assurances include completion of the annual fiscal and compliance audit and State Controller's Reports, and compliance with the farebox recovery ratio/50 percent eligibility requirement.

TDA requirements are currently covered by the RTC's claim form and claim review process but the standard assurances form adds a tool in the process to provide a useful summary and checklist. Many of these standard assurances are featured in the compliance matrix section of the performance audit of the transit operators. In addition, a sample standard assurance checklist is shown for reference in the appendix to this performance audit.

2. Make additional updates to the transit operator TDA process for consistency with the updated RTC rules and regulations.

RTC's revised rules and regulations manual outlines the changes made to the TDA process enacted by state legislation such as SB 508. Some of the changes also directly impact the content of the TDA claim form for transit which should be revised concurrently with the manual. For example, using the FY 2018 TDA claim form, Items #23 (Farebox Recovery Ratio) and #24 (FY 1978-79 ratios) applicable to Santa Cruz Metro should be consistent with the RTC rules and regulations and new state law. Specifically, for #23, additional exclusions from operating cost above the consumer

price index for fuel, alternative fuel programs, power, insurance premiums and payments in settlement of claims, and state and federal mandates should be added in the footnotes in calculating urban/rural farebox recovery. For #24, the language should be deleted all together as the law eliminates the requirement for a separate ratio for FY 1978-79.

As an added measure, the quarterly TDA reports submitted by Community Bridges for Lift Line as described in the TDA claim form should include on-time performance of the service. Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service. The TDA claims submitted by Community Bridges describes the investment in automatic vehicle locator technology and mobile data computers that enable more automation in the tracking of vehicle movement. The technology allows the collection of accurate data such as on-time performance which should be on the list of performance metrics to include in the TDA quarterly report.

3. RTC and Santa Cruz METRO should clarify the performance eligibility criteria for TDA-Local Transportation Funds.

Article 4 of the TDA statute provides alternatives for Santa Cruz METRO to be eligible for TDA-Local Transportation Funds. One is for Santa Cruz METRO to meet the farebox recovery ratio. The other is to meet the 50 percent expenditure rule as an older operator, defined as service starting prior to 1974. Currently, Santa Cruz METRO meets both requirements but the documentation stating eligibility is not consistent. For example, the TDA claims form and resolution state that Santa Cruz METRO eligibility to receive LTF is from farebox compliance. However, its audited financial statements state Santa Cruz METRO meets the 50 percent expenditure limitation and does not use the alternative farebox recovery ratio. Historically, the amount of LTF allocated to Santa Cruz METRO has not exceeded 50 percent of operating expenditures; hence, either criteria applies. Farebox recovery is an important performance measure that gauges transit operational efficiency and effectiveness.

Santa Cruz METRO and RTC should discuss the applicability of each criteria and agree to which of the two meets compliance with rules and regulations for LTF. Currently, the adopting resolution allocating LTF from RTC to Santa Cruz METRO shows farebox recovery. Should the 50 percent expenditure criteria be applied instead, the TDA claims form and resolution should be adjusted. Should farebox remain the criteria, the Santa Cruz METRO audited financial statements should be modified to show audited farebox recovery rather than the 50 percent expenditure rule. This clarity will provide consistency in reporting of performance measures for LTF eligibility.

4. City of Santa Cruz, Volunteer Center, and RTC should discuss an alternative performance measure for TDA-Local Transportation Fund eligibility.

LTF are allocated to Volunteer Center under a performance standard that a 10 percent local match be provided by Volunteer Center. Budgets for the volunteer driver program show a local match would be provided by donations from riders, which are not enough for the 10 percent match. As the LTF revenue is claimed by the City of

Santa Cruz on behalf of Volunteer Center through the TDA Article 8 program, the law provides latitude on the performance standard. In lieu of a local match, RTC, the City, and Volunteer Center should discuss an alternative measure for LTF eligibility. Among the possibilities include using goals set in the TDA claim form such as minimum ridership levels and number of unduplicated clients. Other data that is reported by Volunteer Center to RTC for which a performance standard could be created include minimum number of ride requests unable to fill, and maintenance of driver availability for clients in each of the three travel areas of Santa Cruz, San Lorenzo Valley/Scotts Valley, and Watsonville. Given that the current standard for local match cannot be met, another performance standard that is attainable yet provides a measure of service efficiency and effectiveness should be considered by the involved agencies.

Transit Operators Triennial Performance Audit

The FY 2016-2018 triennial performance audit of the Santa Cruz County transit operators ([Attachment 2](#)) complied with each of the compliance requirements. One exception is the partial compliance with the local match for LTF funding by Volunteer Center. The 10 percent local match is not met through donations.

The transit operators triennial performance audit also finds that the six recommendations of the previous audit have been implemented. The transit operators 2016-2018 triennial performance audit includes the following six new recommendations:

1. METRO and SCCRTC should clarify the performance eligibility criteria for TDA-Local Transportation Funds.

Article 4 of the TDA statute provides alternatives for Santa Cruz METRO to be eligible for TDA-Local Transportation Funds. One is for METRO to meet the farebox recovery ratio. The other is to meet the 50 percent expenditure rule as an older operator, defined as service starting prior to 1974. Currently, METRO meets both requirements but the documentation stating eligibility is not consistent. For example, the TDA claims form and resolution state METRO eligibility to receive LTF is from farebox compliance. However, the METRO audited financial statements state METRO meets the 50 percent expenditure limitation and does not use the alternative farebox recovery ratio. Historically, the amount of LTF allocated to METRO has not exceeded 50 percent of operating expenditures; hence, either criteria applies. Farebox recovery is an important performance measure that gauges transit operational efficiency and effectiveness.

METRO and SCCRTC should discuss the applicability of each criteria and agree to which of the two meets compliance with rules and regulations for LTF. Currently, the adopting resolution allocating LTF from SCCRTC to METRO shows farebox recovery. Should the 50 percent expenditure criteria be applied instead, the TDA claims form and resolution should be adjusted. Should farebox remain the criteria, the METRO audited financial statements should be modified to show audited farebox recovery

rather than the 50 percent expenditure rule. This clarity will provide consistency in reporting of performance measures for LTF eligibility.

2. METRO should ensure the alignment of data analytics training for staff with deployment of new technology.

Santa Cruz METRO has placed a priority on replacing aging equipment and upgrading its communication infrastructure. For example, METRO has been working on implementation of the Syncromatics intelligent transportation systems infrastructure, which includes real-time tracking via an automatic vehicle locator system, automated passenger counters, and voice annunciators. As this deployment occurs and is being tested along with integration of other existing technology investments including fare collection system, the technology will provide a wealth of new data as transit operators gravitate toward data-driven analysis for service improvement and cost efficiency. The amount of data that is generated is bountiful and provides new defensible methods of evaluating routes, ridership, operations, and customer service. METRO budgets annually for staff training to increase competencies from new computer systems. Emphasis should be placed on training and readying key staff for these data-driven operational systems that will have a significant impact on how transit service is evaluated and prioritized. METRO departments including information technology, finance, and human resources should coordinate training for staff on these new systems such as mining data and conducting data analysis to form trends and patterns that could further METRO operations, customer service, and planning. Creating an environment where real-time data is heavily used with performance criteria to develop dashboard metrics involves personnel training to appropriately interpret and apply the information. One of the strategic priorities in the METRO strategic plan is to develop advanced technology systems which in turn generates sizable data output.

3. City of Santa Cruz, Volunteer Center, and SCCRTC should discuss an alternative performance measure for TDA-Local Transportation Fund eligibility.

Local Transportation Funds are allocated to Volunteer Center under a performance standard that a 10 percent local match be provided by Volunteer Center. Budgets for the volunteer driver program show a local match would be provided by donations from riders, which are not enough for the 10 percent match. As the LTF revenue is claimed by the city of Santa Cruz on behalf of Volunteer Center through the TDA Article 8 program, the law provides latitude on the performance standard. In lieu of a local match, SCCRTC, the City, and Volunteer Center should discuss an alternative measure for LTF eligibility. Among the possibilities include using goals set in the TDA claim form such as minimum ridership levels and number of unduplicated clients. Other data that is reported by Volunteer Center to SCCRTC for which a performance standard could be created include minimum number of ride requests unable to fill, and maintenance of driver availability for clients in each of the three travel areas of Santa Cruz, San Lorenzo Valley/Scotts Valley, and Watsonville. Given that the current standard for local match cannot be met, another performance standard that is attainable yet provides a measure of service efficiency and effectiveness should be considered by the involved agencies.

4. Volunteer Center should capture client and driver stories in its reporting on the volunteer driver program.

In its effort to promote the volunteer driver program, Volunteer Center personnel should consider additional means to show the importance of the program in the community. With this service filling a needed travel gap that cannot be provided efficiently by other transit or transportation alternatives, there is opportunity for Volunteer Center to capture the human component of the program by demonstrating the benefits received from the riders. From interviews or other ways to collect information, passenger stories can be expressed on how the program has helped them retain their livelihood and the relationships built. The same can be told by volunteer drivers who are empathetic and also cultivate relationships with riders. With data showing that many drivers do not seek mileage reimbursement, there is the human element that should be captured from the program. These stories can be featured in Volunteer Center literature and/or its website, as well as in presentations and other communication channels about the volunteer driver program.

5. Community Bridges should conduct survey of taxi scrip riders to determine service needs.

The taxi scrip program offered by Community Bridges, where residents can purchase discounted coupons to supplement the price of a taxi ride, originated from meeting a SCCRTC unmet transit need. With the changing landscape to the ridesharing environment including presence of ride-hailing companies (Transportation Network Companies) in Santa Cruz, the local taxi industry has been impacted. Lift Line management cited taxi service has been poor and unreliable in the city of Santa Cruz which affects the scrip program, although taxi service has continued to function satisfactorily in the city of Watsonville.

With uncertainty in the taxi industry and concerns about service, Community Bridges should conduct a survey of scrip participants whether the taxi scrip program is an essential service relative to other transportation services available. The survey should determine whether the scrip program, which serves a limited market, is a mere convenience for the customer versus offering a lifeline service, and whether their trip can be adjusted to enable these riders to access other transportation services at other times. For example, a question could be whether the trip purpose of using taxi scrip could be moved to another time or day that have other transportation options. If responses show the scrip program remains a lifeline service, Community Bridges is reviewing alternative ways to continue the service such as having a non-profit agency operate the service using a loaner vehicle from Lift Line.

6. Community Bridges should report on-time performance in the TDA Quarterly Performance Report.

Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service. The Lift Line on-time performance window for pickup is 20 minutes (plus/minus 10 minutes from pickup

time). The time of pickup is documented by drivers; however, it is noted this effort is tedious for drivers in light of their primary driver and customer service responsibilities, according to Lift Line management. The TDA claims submitted by Community Bridges describes the investment in automatic vehicle locator (AVL) technology and mobile data computers that enable more automation in the tracking of vehicle movement. The technology serves multiple benefits including for safety and operational efficiencies. The technology also allows the collection of accurate data such as on-time performance. With implementation of this technology, Community Bridges should report on-time performance in the quarterly reports as another key indicator of operational effectiveness and customer service. SCCRTC will need to update the TDA claim form to include this measure on the list of performance metrics to include in the quarterly report.

Staff recommends that the RTC accept the FY 2016-2018 triennial performance audit of the RTC and transit operators produced by Michael Baker International, and direct staff to implement the recommendations of the audit.

SUMMARY

The required FY 2016-2018 triennial performance audit of the RTC and transit operators has been completed. The audit includes findings of compliance and recommendations. Staff recommends that the RTC accept the audits, and direct staff to implement the recommendations of the audit.

Attachments:

1. [FY 2016-2018 Triennial Performance Audit of the RTC](#)
2. [FY2016-2018 Triennial Performance Audit of the Santa Cruz County Transit Operators](#)

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Final 2020 Unmet Paratransit and Transit Needs

Prioritization of Need:

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

M - Medium priority items that supplement existing service.

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

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

Strategies:

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

General

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

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

Paratransit/Specialized Transportation Services

5. **H1** - Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Wheel chair accessible vehicles for taxis and transportation network company services
- Monitor the Transportation Network Company (TNC) Access for All program.
 - Evaluate other comparable options to provide services (i.e new companies, subcontract with services equipped with wheelchair vehicles).
 - Provide on demand paratransit service.
7. **M1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.

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

12. **M1** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
 - Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.
13. **M2** - Transportation for programs that promote senior and disabled individual's health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers, medical facilities, and senior activity centers.
 - Support continuous funding for transportation services to meal sites.
 - Provide transit and paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
14. **M2** - Conduct targeted outreach to seniors, people living with disabilities, and transportation service providers to provide information about transportation options and safety.
 - Provide safe driving and transit information at locations with concentrations of seniors.
 - Support field trips to events by bus ("Mobility Trainer" and "Bus by Choice" models)
 - Annual updates to transportation service providers including, but not limited to, providers included in the Guide for Specialized Transportation about paratransit service options.
15. **L2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
16. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.

17. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.
18. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
19. **M3** - Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
 - Provide on demand transportation services for people living with a mental health diagnosis.
 - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
20. **L2** - Specialized transportation for 'same day' low cost non-medical trips.
 - Expand taxi voucher program.
 - Support "on-call" volunteer drive programs.
21. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.
22. **M1** - Provide increased UCSC on-campus paratransit service between campus to campus destinations.
 - Increase existing UCSC specialized transportation services to supplement increased demand.

Paratransit/Specialized Transportation Capital

23. **H1** - ParaCruz operating facilities.
 - Acquire and develop permanent operations and maintenance facility for ParaCruz to reduce operating cost.
 - Increase funding opportunities for paratransit capital projects.
24. **M2** - Consolidated Transportation Services Agency operating facilities.

- Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
 - Increase funding opportunities for paratransit capital projects.
25. **H2** - Paratransit vehicle replacements.
- Increase funding opportunities for paratransit capital projects including funding for electric vehicles and/or zero emission vehicles.
 - Take measures to include electric vehicles as option for purchase in the Section 5310 grant program.
26. **M1** – Electric Vehicle Charging Stations
- Support funding for electric vehicle charging infrastructure.

Transit Services

27. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.
- Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.
 - Enhance service on Mission Street.
 - Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/ Watsonville.
 - Enhance service to employment entities.
 - Enhance service on Scotts Valley Drive.
28. **H1** – Greater evening frequency and span of transit service in coverage-oriented areas, in keeping with METRO service standards.
- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
 - Local Watsonville services
 - La Selva Beach
29. **M1** – More transit service to UCSC.
- Increase weekend and weekday UCSC service.
 - Increase service to UCSC campus.
 - Increase service to the University of Santa Cruz employment center in Scotts Valley.
30. **H1** - More interregional and cross county transit services.
- Increase Hwy 17 weekend service frequency.
 - Provide transit service from Santa Cruz County to Los Gatos.
 - Provide direct transit service to San Jose Airport.
 - Enhance Monterey County to Santa Cruz County service.

- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study.
 - Provide transit service from San Lorenzo Valley to Los Gatos.
 - Provide direct transit connection between Live Oak and San Jose Diridon Station.
31. **M1** – Free and low-cost transportation options, including fixed-route transit services.
- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
 - Seek volunteer drivers to provide transportation services.
 - Support programs that allow seniors and disabled individuals to ride free during designated time periods.
32. **M2** – More transit service between primary destinations in Santa Cruz County.
- Provide service between Capitola Mall and Cabrillo.
 - Expand transit service to new residential and commercial areas in Watsonville.
 - Improve north - south transit connections (ex. Soquel Ave/Drive \ to coastal communities).
 - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study.
 - Provide single trip service.
33. **M2** - More transit service to facilities providing medical, health and other social services.
- Provide transit service to medical facilities.
 - Provide medical, health, and social services within the existing transit service area.
34. **M2** - Access to transportation services on all holidays.
- Provide regular Santa Cruz Metro service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
35. **M2** - Easier and faster transit trips system wide.
- Enhance connections through increasing the span and frequency of service.
36. **M2** - Faster run times on transit routes.
- Investigate opportunities for transit priority lanes and signal priority.

- Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
 - Consider direct services between more locations, reducing need for transfers.
37. **M2** - Intra-community service in Santa Cruz County communities.
- Develop San Lorenzo Valley circulator.
 - Develop Scotts Valley circulator.
 - Investigate need for intra-community and neighborhood transit services
 - Consider partnerships with ride-hail and/or taxi services for first/last mile connections.
38. **L2** - Transit service to major tourist destinations.
- Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
39. **L2** - Commuter transit service.
- Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide faster commute option for transit riders between SLV and Santa Cruz.
40. **L3** - Special event services.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

41. **M1** – Bus stops.
- Provide ADA compliant bus stops.
 - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
 - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).
 - Provide the ability to lower the height of braille for wheelchair access.
 - Provide benches at bus stops.
42. **M1** – Maintenance of existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.

43. **H1** – Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
 - Support funding for electric vehicle bus replacements and electric vehicle charging stations.
44. **H1** - Transit station improvements.
- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
 - Coordinate improvements to Capitola Transit Center with Capitola Mall ownership.
45. **H2** - Faster transit travel times.
- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
 - Support and seek funding for bus on shoulder on Highway 1.
46. **H1** – Dedicated transit facilities.
- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study.
 - Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.
47. **H3** - New equipment to assist with real-time operations, security, scheduling and planning.
- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
 - Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
 - Install audio and video surveillance system for all buses.
 - Install audio and video surveillance system for all buses
 - Electronic fare payment for more convenient payment options and to speed up boarding.
 - Modernize planning and scheduling software for more efficient service planning and better community outreach.
48. **M3** – More multimodal connections to transit.
- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.

- (MOVED) Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.

49. **M3** - Wifi expansion on buses.

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

AGENDA: August 11, 2020

TO: SCCRTC Elderly & Disabled Transportation Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: City of Watsonville Article 8 Transportation Development Act Allocation Request – MBSST Segment 18 Phase 1

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee recommend to the Regional Transportation Commission approval of the City of Watsonville's Article 8 Transportation Development Act allocation claim for Monterey Bay Sanctuary Scenic Trail (MBSST) Segment 18 Phase 1

BACKGROUND

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

DISCUSSION

The City of Watsonville submitted a letter and TDA Claim (Attachment 1) requesting a total of \$337,920 in new allocations to support construction costs for the Segment 18 Phase 1 project. The project is currently under construction and will result in an 11-foot-wide paved multi-use path running parallel to the RTC-owned Santa Cruz Branch Rail Line. The Phase 1 portion will run from Ohlone Parkway to a connection with the Watsonville Slough Trails approximately 1,600 feet to the east. After phases 1 and 2 are complete, Segment 18 of the MBSST will run from Lee Road to Walker Street and provide a safe, separate ADA-compliant pathway for pedestrians and bicyclists to access Slough Trails, schools, businesses, and homes in Watsonville. There will be sidewalk connections at Walker Street, Ohlone Parkway, and Lee Road. The trail will eventually connect via the MBSST Network to points north of Watsonville. The cost increase that has arisen during construction is the result of unanticipated soil conditions.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee recommend that the Regional Transportation Commission approve the City of Watsonville's allocation TDA claim request in the amount of \$337,920 for MBSST Segment 18 Phase 1. The project is consistent with the RTC's Regional Transportation Plan.

SUMMARY

The City of Watsonville is requesting TDA Article 8 allocations for MBSST Segment 18 Phase 1 in the amount of \$337,920. Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Watsonville's allocation request.

Attachments:

1. City of Watsonville Article 8 TDA Allocation Request Letter & Claim Form



City of Watsonville

"A Community of Opportunities"

July 29, 2020

Guy Preston, Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

SUBJECT: Transportation Development Act Article 8 Project Allocation Claims

Dear Mr. Preston:

The City of Watsonville Public Works and Utilities Department submits the enclosed Transportation Development Act (TDA) Article 8 allocation claim for the current fiscal year. The TDA funds currently available equal \$686,071.

An allocation claim of \$337,920 is requested for work being done on the City's Monterey Bay Sanctuary Scenic Trail Segment 18 – Ohlone Parkway to Watsonville Slough Trail Trailhead Project. During construction of the trail, unanticipated soil conditions were encountered that require a change order to the existing contract. Existing soils were found to contain high amounts of clay that made it unsuitable for use as backfill for the trail. The City considered different solutions, including a different kind of retaining wall, disposing of the clay soil offsite and replacing it or treating the soil with lime and reusing it onsite. The City chose to lime treat the soil and use it as backfill for the trail. The TDA request is to pay for the lime treatment.

The City designed the project and is currently managing construction. The Santa Cruz County Regional Transportation Agency and the City are currently developing a trail maintenance agreement. When the agreement is executed, the City will fulfill its responsibilities.

Environmental documentation for this project has been completed and can be accessed on the State Clearinghouse website at ceqanet.opr.ca.gov and SCH Number 2012082075.

Thank you for accepting the enclosed request for allocation of TDA funding.

Yours truly,

Steve Palmisano, Director
Public Works & Utilities Department

attachment

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

Submit a separate form for each project.

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

Project Information

1. Project Title: Monterey Bay Sanctuary Scenic Trail Segment 18 – Ohlone Parkway to Watsonville Slough Trail Trailhead Project
2. Implementing Agency: City of Watsonville
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$337,920
5. Fiscal Year (FY) for which funds are claimed: FY20/21
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager
Name: Murray Fontes, Principal Engineer
Telephone Number: 831-768-3117 E-mail: murray.fontes@cityofwatsonville.org

Secondary Contact (if primary not available)
Name: Maria Esther Rodriguez, Assistant Director of Public Works
Telephone Number: 831-768-3112 E-mail: maria.esther.rodriguez@cityofwatsonville.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Construction of a portion of Segment 18 of the Monterey Bay Sanctuary Scenic Trail. Work involves constructing a 1,600 foot long by 12-foot wide pedestrian and bicycle path within the existing railroad corridor and adjacent to the railroad tracks. This funding is for additional soil work.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The project is within the existing railroad right of way between Ohlone Parkway and the Watsonville Slough Trail Trailhead.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The Monterey Bay Sanctuary Scenic Trail is a countywide project that will provide pedestrian and bicycle facilities where none currently existing. The segment under construction in Watsonville is the first phase of a trail that will connect the downtown area to the City's slough trail network.

11. Project Productivity Goals for this fiscal year:
- Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): Increase in pedestrians and bicyclists and reduction in collisions involving pedestrians and bicyclists.
 - Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of anticipated users, number of people served/rides provided): The project will create 0.25 mile of new pedestrian and bicycle path.
12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? If so, what is the RTP project number? The project is included in the 2040 Regional Transportation Plan as Project ID TRL 18L.
13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): Increase in pedestrian and bicycling and decrease in automobile usage.
14. Estimated Project Cost/Budget, including other funding sources, and Schedule: (*attach project budget*).

Capital Projects – Budget summary

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date __/__/__	With Environ- mental	07/19	10/19	07/19	12/20	03/21		
Total Cost/Phase	With Environ- mental	290,000	500,000	10,000	1,451,913	111,000		2,362,913
\$TDA Requested (this claim)					337,920			337,920
Prior TDA:					0			0
Source 3:								
Source 4:								
Unsecured/ additional need**								

*If applicable, describe what is included in "Other": Public Outreach and Training to improve bicycle & pedestrian safety

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

15. Preferred Method and Schedule for TDA fund distribution (*see RTC Rules and Regulations for details*):
- Bike/Ped: ☒ Up to 90% upon initiation of work OR
☐ 100% upon project completion

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Council originally approved project Resolution XX-XXX (CM). Council will be asked to approve additional work at 08/25/20 meeting.	Yes
B. Has this project previously received TDA funding?	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? City and RTC currently developing maintenance agreement.	Yes (In Process)
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:**All Claims**

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

Article 8 Bicycle/Pedestrian Claims

- ☒ Evidence of environmental review for capital projects

Local Agency Certification:

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

Signature Michael Rodriguez Assistant Title: Public Works & Utilities Director Date: 07/29/20



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)

May 7, 2020 Meeting Highlights

Transportation Development Act (TDA) Triennial Performance Audit

The RTC accepted the TDA Triennial Performance Audit for fiscal years 2016 through 2018. According to the audit report, “This performance audit is intended to describe how well the RTC is meeting its obligations under TDA, as well as its organizational management and efficiency.” After interviewing RTC Commissioners and staff and reviewing the RTC’s activities, the auditor concludes that the RTC complied with applicable state legislative mandates for Regional Transportation Planning Agencies. In addition, the RTC completed and initiated a number of significant projects including passage of Measure D and implementation of several segments of the Monterey Bay Sanctuary Scenic Trail Network.

Fiscal Year (FY) 2018-19 Fiscal Audit for RTC Measure D Funds

The RTC accepted the FY 2018-19 fiscal audit for Measure D funds. The Commission received a clean opinion from the Auditor and no major concerns were raised which would require changes to the SCCRTC internal controls and accounting practices.

Public Hearing for the 2020 Unmet Paratransit and Transit Needs

Because of the funding that the RTC provides to transit, paratransit and other non-automobile based transportation, the RTC is not required to go through an unmet needs process for transit and paratransit. However, due to its commitment to improve transportation for everyone, the RTC goes through the unmet needs process, which involves the Elderly and Disabled Transportation Advisory Committee, service providers and the public. Following a public hearing, the RTC adopted the 2020 *Unmet Paratransit and Transit Needs* list. The Commission will consider unmet paratransit and transit needs as funding becomes available.

Emergency Bridge Repair of Ballast Deck Timber Trestle at MP 4.87”

The RTC received an update on the construction cost related to the emergency repair of the bridge at Milepost (MP) 4.87. A construction contract award in the amount of \$710,307.60 with Industrial Railways Company for the remaining repair work is expected at the Transportation Policy Workshop on May 21, 2020.

Fiscal Year 2020-21 Article 4 and Article 8 Transportation Development Act (TDA) Claims for Santa Cruz METRO, Volunteer Center, Community Bridges, Bike to Work, and Santa Cruz County Health Services Agency

The RTC adopted resolutions to approve TDA funding for community programs providing public transit, paratransit, transportation for seniors and community members with disabilities, and, and active transportation services to the community. Staff was directed to return to an upcoming RTC meeting with an update on funding impacts related to COVID-19 and to work with TDA recipients on potential adjustments to the approved funding amounts as a result of those impacts.

Santa Cruz METRO	TDA Article 4	\$7,628,850
	State Transit Assistance (STA)	\$4,494,411
	STA State of Good Repair (SGR)	\$735,009
Community Bridges	TDA Article 8	\$749,501
	State Transit Assistance (STA)	\$100,000
Volunteer Center	TDA Article 8	\$96,377
County of Santa Cruz Health Services Agency: Community Traffic Safety Coalition (CTSC) and Ride 'n Stride Program	TDA Article 8	\$130,000
Ecology Action: Bike to Work Programs	TDA Article 8	\$60,000

Amendments to the Highway 1 Auxiliary Lanes and Bus on Shoulder project (State Park Drive to Bay/Porter) Consultant Contract and Caltrans Cooperative Agreement and Senate Bill 1 Solutions to Congested Corridors and Local Partnership Program Matching Funds

The RTC approved a resolution authorizing amendments to a professional engineering services contract with Mark Thomas & Company, Inc., a cooperative agreement with Caltrans, the Regional Transportation Improvement Program, and the RTC FY 19/20 and 20/21 budgets. The amendments authorize actions related to the bicycle and pedestrian overcrossing at Mar Vista Drive. The resolution included a request that the California Transportation Commission amend the State Transportation Improvement Program to reprogram funds previously programmed to Mar Vista into the combined project. The RTC also approved a resolution to amend the Measure D 5 year Program of Projects to reprogram funding sources for highway corridors.

Upcoming RTC and Committee Meetings:

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings through the shelter-in-place order will be held by teleconference only.** Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission

Thursday, June 4, 2020, 9:00 a.m.
Teleconference if shelter-in-place is in effect, or
Watsonville City Council Chambers
275 Main St. #400, Watsonville, CA 95076

Bicycle Advisory Committee

Monday, June 8, 2020, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, June 9, 2020, 1:30 p.m.

Budget & Administration/Personnel Committee

Thursday, June 11, 2020, 3:00 p.m.

Interagency Technical Advisory Committee

Thursday, June 18, 2020, 1:30 p.m.

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



Santa Cruz County Regional Transportation Commission
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CONTACTS: Shannon Munz, Communications Specialist (smunz@sccrtc.org)
Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director

Santa Cruz County Regional Transportation Commission (RTC)

June 4, 2020 Meeting Highlights

Public Hearing: Transit Corridor Alternatives Analysis – Alternatives Screening Results and Short List of Alternatives Approved

RTC Staff and consultants from HDR presented the Alternative Screening Results and Short List of Alternatives to the Commission. The alternatives on the initial list were evaluated using the triple-bottom line screening criteria of economy, equity, and the environment. Based on the results of the evaluation, four alternatives were recommended for further more detailed analysis, including Arterial and Right-of-Way Bus Rapid Transit, Autonomous Road "Train" (on pavement with rubber tires), Electric Light Rail, and Electric Commuter Rail. After a period of public comment, the RTC reviewed and approved the Alternatives Screening Results and the Short List of four Alternatives for further analysis.

Cooperative Agreements for Trail Development Approved

Since the approval of the Monterey Bay Sanctuary Scenic Trail Network Master Plan in 2013, RTC has been working to fund and develop the trail along the Santa Cruz Branch Rail Line. Some trail construction in the City of Santa Cruz has already been completed. The RTC approved cooperative agreements with the County of Santa Cruz and the cities of Watsonville, Capitola and Santa Cruz to better facilitate continued development and construction of trail segments along the Santa Cruz Branch Rail Line right-of-way.

Caltrans District 5 Deputy Director, Aileen Loe, Recognized

Aileen Loe has served since 2007 on the Santa Cruz County Regional Transportation Commission as the Caltrans Ex-Officio Alternate. Ms. Loe will retire soon and the RTC expressed its appreciation for the dedication that Ms. Loe has shown to Santa Cruz County. Ms. Loe has been instrumental in the development of many projects and planning efforts including the Highway 9/San Lorenzo Valley (SLV) Corridor Plan, the Unified Corridor Investment Study, the Highway 1 Scott Creek mitigation project, advance mitigation planning and the Highway 17 Wildlife Crossing.

Upcoming RTC and Committee Meetings:

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings through the stay-at-home order will be held by teleconference only.** Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission

Special Meeting

Monday, June 29, 2020, 9:00 a.m.

Bicycle Advisory Committee

Monday, June 8, 2020, 6:00 p.m.

CANCELLED: Elderly & Disabled Transportation Advisory Committee

Tuesday, June 9, 2020, 1:30 p.m.

CANCELLED: Budget & Administration/Personnel Committee

Thursday, June 11, 2020, 3:00 p.m.

Interagency Technical Advisory Committee

Thursday, June 18, 2020, 1:30 p.m.

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



*Santa Cruz County Regional Transportation Commission
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Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) June 29, 2020 Meeting Highlights

Safe on 17 Safety Corridor Program – 2019 Annual Report Accepted

The Commission received the yearly report on ongoing work by California Highway Patrol, Caltrans, the RTC, and other stakeholders to improve safety on Highway 17. The RTC received input on the report from Sgt. Troy Vincent of California Highway Patrol and from members of the public; no action was taken by the Commission at this time.

Fiscal Year (FY) 2020-21 Budget Amendment Approved

The Commission approved an amendment to the FY 2020-21 budget which accounts for revisions to earlier estimates impacted by the COVID-19 global health crisis. The approved amendment accounts for expected decreases in Transportation Development Act (TDA) and Measure D revenues. Another budget revision is expected as more information becomes available.

Consultant Contract Awarded for Preparation of a Right-of-way Boundary Survey & Encroachment Identification along the Santa Cruz Branch Rail Corridor

The Commission authorized the Executive Director to enter into an agreement with RRM Design Group to prepare a boundary survey and identify encroachments along the Santa Cruz Branch Rail Line. Amendments to the Measure D 5-year program of projects and the FY 2020-21 budget were also approved to add funding for this contract.

Upcoming RTC and Committee Meetings:

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings through the stay-at-home order will be held by teleconference only**. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission

Thursday, August 6, 2020, 9:00 a.m.

Bicycle Advisory Committee

Monday, August 10, 2020, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, August 11, 2020, 1:30 p.m.

Budget & Administration/Personnel Committee

Thursday, August 13, 2020, 3:00 p.m.

Interagency Technical Advisory Committee

Thursday, August 20, 2020, 1:30 p.m.

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



CORE Condition: Health & Wellness (HW)

Optimal physical, mental, social-emotional, behavioral, and spiritual health across the life span.

DRAFT – Not for Distribution (12/10/19)

COMMUNITY-LEVEL IMPACTS

Impact 1: Equitable access to affordable, quality care	Impact 2: Appropriate utilization of care	Impact 3: Behaviors that maintain or improve or health	Impact 4: Optimal health status
---	---	---	------------------------------------

COMMUNITY-LEVEL INDICATORS*

IMPACT 1	IMPACT 2	IMPACT 3	IMPACT 4
<ul style="list-style-type: none"> a) Insurance coverage rates (including Medicare) b) Access to regular, affordable source of care c) Affordable, accessible, appropriate transportation to and from appointments 	<ul style="list-style-type: none"> a) Health care utilization rates b) Early prenatal care c) ED utilization for primary care d) Use of preventative care; health screening rates <ul style="list-style-type: none"> i. Early interv. e) Care during last 12 months f) Dental treatment, sealants 	<ul style="list-style-type: none"> a) Breastfeeding at birth b) Immunization rates c) Healthy eating d) Active living e) Diabetes monitoring f) Substance use (alcohol, tobacco, vaping, other drugs) g) Opioid prescribing rate (reconsider based on E&D TAC feedback) 	<ul style="list-style-type: none"> a) Birth outcomes b) Teen birth rate c) Physical health status <ul style="list-style-type: none"> i. Self-reported general health status ii. Healthy, underweight, overweight rates iii. Physical fitness iv. Chronic disease rates (asthma, obesity, heart disease, stroke, cancer) v. Communicable disease rates (influenza, measles, pertussis, STIs, hepatitis, pneumonia) d) Behavioral health (BH) status <ul style="list-style-type: none"> i. Self-reported BH status ii. Diagnosed BH status iii. Suicide ideation e) Disabilities (vision, hearing, mobility, communication, cognition, self care) f) Injuries <ul style="list-style-type: none"> i. Unintentional (falls, vehicle crashes, poisoning) ii. Intentional (abuse, assault) g) Mortality rates <ul style="list-style-type: none"> i. Infant mortality rate ii. Deaths due to unintentional injuries iii. Deaths due to chronic diseases iv. Deaths due to communicable diseases v. Suicide rate vi. Drug-induced deaths (including opioids)

* Indicators apply to **physical, behavioral, oral, vision care**; across **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available



CORE Condition: Lifelong Learning & Education (LLE)

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

COMMUNITY-LEVEL IMPACTS

Impact 1: Equitable access to high-quality education and learning opportunities	Impact 2: Quality of education and learning opportunities and environments	Impact 3: Participation in education and learning opportunities	Impact 4: Skills & educational achievement	Impact 5: Educational attainment & workforce readiness
IMPACT 1 <ul style="list-style-type: none"> a) Access to affordable, quality ECE, after-school & summer care b) Affordability of early childhood education (ECE) c) Inclusive special education services d) Access to affordable, quality educational opportunities e) Education and training for career mobility 	IMPACT 2 <ul style="list-style-type: none"> a) Quality of learning environments b) Quality of educator workforce c) Quality of educator-learner relationships d) Caring relationship w/ educators e) High expectations from educators f) School connectedness g) Safety of learning spaces h) Student-teacher ratio i) Per-pupil spending j) Teacher retention k) Teacher effectiveness 	IMPACT 3 <ul style="list-style-type: none"> a) Enrollment rate b) Attendance / chronic absenteeism rate c) Truancy, suspension, expulsion rates d) Dropout rate e) Parent/family engagement f) Participation in continuing/ adult education 	IMPACT 4 <ul style="list-style-type: none"> a) Family literacy b) Early learning/ academic skills c) Social-emotional skills d) Academic skills/ proficiency (Literacy; STEM) e) Academic growth f) Bilingual attainment g) English learner reclassification h) Seal of biliteracy i) Summer learning retention j) College/Career readiness k) Completion of continuing / adult education 	IMPACT 5 <ul style="list-style-type: none"> a) On-time high school graduation b) Technical skill attainment c) Post-secondary certificates/ degrees d) Highest level of education attained e) Un/Employment by field of study f) Workforce retention g) Workforce readiness for future industry needs

* Indicators apply to multiple settings; across ages and other demographics (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting equity dimensions when data are available



CORE Condition: Economic Security and Social Mobility (ESSM)

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

COMMUNITY-LEVEL IMPACTS

Impact 1:
Increased **economic vitality**

Impact 2:
Higher levels of **self-sufficiency**

Impact 3:
Increased **social, economic, and occupational mobility**

Impact 4:
Increased **generational wealth**

COMMUNITY-LEVEL INDICATORS*

IMPACT 1:

- a) Total employment, by industry
- b) Employment status (full/part-time, seasonal)
- c) Jobless rate
- d) Job growth by type of job (e.g., with benefits; livable wage)
- e) Percentage of women- and minority-owned businesses
- f) Percentage of small businesses (and/or co-ops)
- g) Income inequality

IMPACT 2:

- a) Median hourly wage
- b) Median household income
- c) Poverty rates
 - i. With/Without public assistance
- a) Ability to afford basic necessities
- b) Food insecurity rate/index
- c) Cost of care
 - i. Child/afterschool care
 - ii. **Elder/long-term care**
- d) Cost of health care
- e) Internet & digital access
- f) Unbanked/Underbanked
- g) Predatory lenders (use of)
- h) **Access to legal & financial services**
- i) **Access to ADA-accessible modes of transportation**

IMPACT 3:

- a) Ownership of bank accounts
- b) Ownership of college savings accounts
- c) First-time homeownership rate
- d) Emergency savings (Decrease in Liquid Asset Poverty)
- e) Occupational mobility (across generations)

IMPACT 4:

- a) Ownership of savings accounts
- b) Homeownership rate
- c) Households with retirement assets
- d) Levels of retirement assets

* Indicators apply across economic **sectors**, **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available



CORE Condition: Thriving Families (TF)

DRAFT – Not for Distribution (12/10/19)

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

COMMUNITY-LEVEL IMPACTS

Impact 1:

Increased **resilience of children and youth**

Impact 2:

Increased **resilience among adults**

Impact 3:

Increased **resilience among older and dependent adults**

COMMUNITY-LEVEL INDICATORS*

Impact 1:

- a) Experiences with childhood trauma (parent report)
- b) Social-emotional regulation
- c) Developmental assets
- d) Levels of school connectedness
- e) Child abuse and neglect
- f) Out-of-home placement rates

Impact 2:

- a) Reports of adverse experiences during childhood (adult retrospective)
- b) Access to counseling/support for healing
- c) Parental confidence
- d) Self-reported health and well-being

Impact 3:

- a) **Adults aged 60+ successfully aging in place**
- b) **Geographic isolation (living alone and/or distance from essential resources)**
- c) **Self-reported health and well-being (depression, loneliness, etc)**
- d) **AARP Livability Index**
- e) **Older & dependent adult abuse and neglect**
- f) **Crimes against older & dependent adults (fraud)**
- g) **Access to affordable, ADA-accessible and appropriate transportation**

* Indicators apply across **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available



CORE Condition: Community Connectedness (CC)

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

COMMUNITY-LEVEL IMPACTS

Impact 1:
Connection to others

Impact 2:
Access to diverse community arts and cultural experiences

Impact 3:
Increased civic engagement

COMMUNITY-LEVEL INDICATORS*

Impact 1:

- a) Caring relationship with at least one other person
- b) Support person available in times of need
- c) Social involvement index
- d) Multi-generational communities
- e) Connected to school, work, social activities
- f) Access to social activities

Impact 2:

- a) Access to culturally responsive and appropriate forms of expression/arts, music, and culture
- b) Participation in arts, music and culture
- c) Public and political support for the arts and culture

Impact 3:

- a) Voter registration
- b) Voter turnout
- c) Opportunity to have a say on important issues
- d) Participation in government
- e) Participation in civic, social, faith-based, neighborhood associations/groups
- f) Volunteerism

* Indicators apply across **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available



CORE Condition: Healthy Environments (HE)

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

DRAFT – Not for Distribution (12/10/19)

COMMUNITY-LEVEL IMPACTS

Impact 1:
Quality of the natural environment and natural resources

Impact 2:
Climate change resiliency

Impact 3:
Safe, affordable, **accessible** recreational spaces

Impact 4:
Safe, affordable, **accessible** transportation system

COMMUNITY-LEVEL INDICATORS*

IMPACT 1:

- a) Concern for the environment
- b) Environmental stewardship
- c) Exposure to hazardous toxic substances (including pesticides)
- d) Health of county rivers and beaches
- e) Air quality
- f) Fish and wildlife habitat and biodiversity
- g) Use of “natural capital” valuation tool

IMPACT 2:

- a) Coastal bluff/erosion
- b) Protection from extreme storms
- c) Implementation of climate change adaptation measures
- d) Water supply reliability
 - i. Proportion of major underground aquifers overdrafted
- a) Greenhouse gas emissions
- b) Water conservation
- c) Solid waste reduction; recycling rates
- d) Energy conservation/ renewable energy

IMPACT 3:

- a) Affordable access to parks, trails, park facilities
 - i. **ADA accessibility**
- b) Use of parks, trails, and park facilities
- c) Proportion of affordable recreational programs for specific populations
- d) Use of recreational programs

IMPACT 4:

- a) Use of environmentally-friendly, **ADA-accessible** modes of transportation to work
- b) Commute times
- c) Public transit ridership; public transit options
- d) Bikeway miles
- e) Neighborhood walkability score
- f) Transportation safety (pedestrian, bicycle, vehicle)
- g) Road maintenance, upgrades, and connectivity
- h) Pavement index

* Indicators apply across **geographic regions** and **demographics** (e.g. age, gender, race & ethnicity, housed/unhoused status, ability, income, etc.); highlighting **equity dimensions** when data are available



CORE Condition: Safe & Just Communities (SJC)

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

COMMUNITY-LEVEL IMPACTS

Impact 1:

Individuals and families are free from all forms of violence

Impact 2:

Neighborhoods and communities are safe

Impact 3:

Justice systems are fair, restorative, and promote healing

COMMUNITY-LEVEL INDICATORS*

Impact 1:

- a) ER utilization rates/injuries; hospital visits due to assault
- b) Intimate partner violence
- c) Sexual assault
- d) Sexual harassment
- e) Child abuse and neglect
- f) Human trafficking
- g) Elder and dependent adult abuse (including fraud/ financial abuse)
- h) Personal experiences with racism and discrimination

Impact 2:

- a) Feelings of safety at school
- b) Physical and emotional safety at school
 - i. Experienced bullying in past year
- c) Safety in the workplace
- d) Safety in the neighborhood
- e) Concern about crime
- f) Crime rates
- g) Hate crimes
- h) Trust in law enforcement; law enforcement-community relationships

Impact 3:

- a) Community-based crime prevention
- b) Use of crisis intervention/least intrusive de-escalation techniques by first responders
- c) Disproportionate engagement and incarceration /prosecution of communities of color

* Indicators apply across **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available



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

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

COMMUNITY-LEVEL IMPACTS

Impact 1:

Increased **inventory of housing**, especially **affordable housing**

Impact 2:

Increased availability of **safe shelter**

Impact 3:

Access to **safe, stable, affordable housing**

COMMUNITY-LEVEL INDICATORS*

Impact 1:

- a) Growth in housing units; diversity of units
- b) Growth in low-income and affordable housing units
- c) Severe housing problems
- d) Success rate/utilization of Housing Choice Vouchers (Section 8)
- e) Rental housing affordability
- f) Home affordability
- g) Housing cost burden
- h) Loss of working adults (ages 25-55) due to housing costs
- i) **Loss of housing among older & dependent adults**

Impact 2:

- a) Homeless population: unsheltered and sheltered
- b) Ratio of available emergency shelter beds to total homeless population
- c) Appropriate shelter utilization

Impact 3:

- a) Homeless population, by age
- b) Ratio of rapid rehousing, permanent supportive housing, permanent beds
- c) Total # people in HMIS
- d) Exits to permanent housing
- e) Permanent housing retention
- f) Returns to homelessness
- g) Overcrowded housing

* Indicators apply across **ages** and other **demographics** (e.g. gender, race & ethnicity, housed/unhoused status, ability, income, geography, etc.); highlighting **equity dimensions** when data are available

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Road Safety

6 Ways to Make City Streets Safer for Pedestrians

By [Nikita Luke](#) May 20, 2020
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Transport in China during #COVID19 has seen drastic shifts in demand, ridership patterns, distribution & passenger needs.

Blog from WRI China explores how the sector embraces these shifts to be safer and more accessible, efficient & sustainable. [ow.ly/fZQo50zLV7X](#) 🚲 🚗

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Pedestrian-focused principles should be at the forefront of cities' efforts to rethink road space, both in response to COVID-19 and in the long term. Photo by WRI México

For many city leaders, more cars and more highways mean better transportation. And during the current pandemic, fear of COVID-19's spread is pushing some to **turn to private vehicles**. But a **safe, sustainable transport future** does not include further dependence on cars, as the rising global trend of pedestrian fatalities, **congested and disconnected urban growth**, **air pollution**, and climate emissions makes clear.

More than **1.35 million people die each year** as a result of road traffic crashes, and more than half of all road traffic deaths are among pedestrians, cyclists and motorcyclists. Since the last World Health Organization road safety report in 2015, 300 more people are dying every day in road crashes. In India, the **pedestrian fatality share** has risen 84% over the last four years, with average daily fatalities going from 34 to 62 in 2018. In the United States, around **6,000 pedestrians** were killed in road crashes in 2018 – a 4% increase from 2017 and the country's highest annual mortality rate since 1990.

As cities around the world open **miles of new bike lanes** and more street space to pedestrians in response to COVID-19, what began as a solution for socially distanced mobility has become a **permanent vision** for some cities that realize the **wide-ranging**

benefits of streets that serve a broader range of users. But poor design and integration of “**complete streets**” principles can lead to conditions that are less safe and interventions that are poorly integrated with the existing city.

Here are six ways cities can create more pedestrian-friendly streets that contribute to a safer, cleaner, more productive city.

1. Provide Accessible and Continuous Sidewalks



A make-do sidewalk in Bengaluru, redesigned into a wide, continuous, protected sidewalk with fixed bollards to prevent motor vehicles from encroaching onto the pedestrian space. Photo by Jana Urban Space (India)

Comfort, continuity and safety determine the success of a sidewalk. Well-planned sidewalks are continuous – not stopping abruptly mid-block or at road crossings – and provide space for pedestrians to move around, sit, shop, eat, meet and socialize. Recommended width is at least 1.5-1.8 meters (5-6 feet) for low-volume areas and 2.5 meters (8 feet) for high-volume areas. Social distancing may **require even more space in high volume areas**.

A sidewalk should be sectioned into **three parts**: a “frontage zone” to account for doors, furnishings and other elements of the commercial establishment; an obstacle-free “pedestrian zone” to foster easy movement and circulation; and a “furnishing zone” that includes trees, signage, trash cans, street furniture and drainage. A safe and accessible sidewalk should also incorporate **curb ramps** to improve accessibility, use **anti-skid paving materials** to reduce the risk of slips and falls during poor weather conditions, and **tactile surfaces** to assist pedestrians who are visually impaired.

Evidence from the United States shows that pedestrian traffic crashes are more than twice as likely to occur in places without sidewalks, while streets with sidewalks on both sides have the fewest crashes.

2. Convert Underused or Inactive Spaces into Pedestrian Plazas

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No. 4. Just outright repeal the Americans with Disabilities Civil Rights Act. That is where this is headed.

6 Ways to Make City Streets Safer for Pedestrians



darshana sharma

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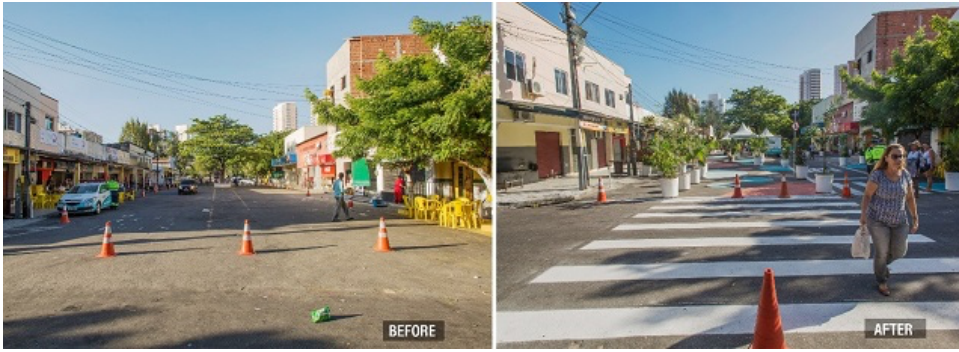


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Is Your City Really Serious About Road Safety? Look for These 3 Things

Blogroll



The Cidade 2000 neighborhood in Fortaleza, redesigned in 2017 to create an attractive pedestrian plaza, improving safety and enhancing public space. Photos by Rodrigo Capote/WRI Brasil

Pedestrian plazas can inexpensively transform under-used spaces into community assets. Unstructured, under-occupied or misused dead zones can be revamped with the help of paint, planter boxes, artwork and street furniture, along with high-resistance and low-maintenance lighting and landscaping.

These transformations have an important impact on pedestrian safety. **New York City** has seen a 16% decrease in speeding and a 26% reduction in traffic crashes along streets that contain pedestrian plazas. They also support local businesses and foster neighborhood interaction.

Residential neighborhood **Cidade 2000** in Fortaleza, Brazil, was often taken over by vehicles and illegal parking until 2017, when the neighborhood received the **city's first traffic-calming street transformation** – a project named Cidade da Gente (“City of the People”). With support from WRI Brasil, the intervention turned 1,200 square meters of parking space and traffic lanes into a functional pedestrian plaza. This included removing a traffic lane, decreasing the speed limit to 30 km/hr, widening sidewalks, and implementing curb extensions and five new pedestrian crossings. Street art, furniture and green infrastructure was also added to create a more defined and welcoming space for pedestrians. Due to the project's success, Fortaleza made the intervention permanent, and it is now a citywide example of how smart design and tactical urbanism can improve streets for everyone.

3. Deliver Safe Zones for Children and Young Adults

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[CityLab](#)
[CityTalk](#)
[CityTalk USA \(ICLEI\)](#)
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Children cross the street after school at Yokota Air Base, Japan. Signs and design features urge motorists to extra attention. Photo by Sgt. Stacy Moless/U.S. Air Force

865 Shares

Children are more vulnerable to collisions than adults due to their size, limited impulse control and slower reaction time. In [Hyderabad](#), India, 25% of boys and 11% of girls aged 14 reported a road traffic injury over the course of one year during school journeys.

As around playgrounds, parks, schools and community centers require special attention to create safe zones. Safe zones should be equipped with good conditions for walking and cycling, as well as designated pick-up and drop-off areas. Traffic signs and road markings should warn drivers that they are entering a special zone. Skid-proof pavements, high-visibility crosswalks, and wide and accessible sidewalks should make it easy for pedestrians to navigate. And traffic-calming infrastructure should be implemented to reduce vehicle speeds.

[SARSAI](#), the winner of the [2018-2019 WRI Ross Center Prize for Cities](#), helped reduce traffic injuries among school children in Dar Es Salaam, Tanzania, and other African cities by 26% through targeted interventions in school areas.

4. Create Shared Road Spaces



A vibrant shared street in Stockholm, used by pedestrians, cyclists and motorists. Photo by Michael Kodransky/Flickr

Although not advisable under pandemic conditions, in high-density areas with low volumes of slow-moving vehicle traffic, opening streets to allow cars, pedestrians, cyclists and other road users to mix within the same space can actually improve road safety under normal conditions.

Shared streets do not have typical street elements, like vertical curbs, signs, level differences, pavement markings or colors that segregate different modes. But they often include elements that promote pedestrian priority and encourage social, economic and cultural exchange, such as street furniture, landscaping and gathering spaces. The end result of these design cues is that all road users exercise more caution, and vehicles tend to travel at much lower speeds.

Data from the Netherlands indicates that creating shared streets can reduce the incidence of crashes by up to 50%.

5. Pedestrianize Streets



A pedestrian-only shopping street in Lviv, Ukraine. Photo by Brian Woychuk/Flickr

As some cities are now doing in response to COVID-19, in areas with especially high pedestrian volume, cities should consider banning vehicle traffic entirely to allow people to move freely and safely without dodging vehicles.

Pedestrian-only streets not only improve overall safety for those on foot, but they can also boost local air quality, land value, store sales and overall health, while reducing noise levels. A 2016 study of more than 100 cities around the world that maintained multiple pedestrian-only streets found that retail sales increased 49%. Cities in Austria, Germany and Scandinavian countries had more than 60% increase in sales.

Pedestrian-only streets should be strategically located and easily accessible from residential and commercial spaces. They should be well-connected to the public transit systems, bicycle routes, parking and other access points.

6. Launch Car-Free Days



Bogotá's Ciclovía bans cars every Sunday, allowing pedestrians and cyclists to take over. Photo by Carlos Filipe Pardo/Flickr

Car-free days, when cities shut down a street or network of streets to vehicle traffic, encourage people to explore their city by bike or foot and help change perspectives about streets and public space. More than **2,000 cities** celebrated World Car-Free Day on September 22 last year across 46 countries.

Bogotá, Colombia, holds the world's largest car-free event, **La Ciclovía**, which takes place every Sunday from 7am to 2pm, covering a majority of the city. It provides more than 75 miles of car-free space to more than 1.5 million people. (**Under the city's COVID-19 travel restrictions**, parts of the route have been opened during the weekday, too, to allow essential workers alternatives to public transport.)

Car-free days are opportunities to revive, liven and transform neighborhoods. Car parking spaces and vacant street corners are converted into parklets for games, leisure activities, sports and performances, while the streets are taken over by pedestrians and cyclists of all ages.

Regular car-free days can increase physical activity, decrease pollution levels, aid social inclusion and community building, provide opportunities for economic revitalization, and promote biking and walking in a safer environment. When Paris held its first car-free day in 2015, there was a **40% reduction** in exhaust emissions and a 50% reduction in sound levels in the city center.

Imagine a city designed to accommodate pedestrians first. It's more connected, active, safer and healthier. As cities respond to the effects of COVID-19, efforts to rethink road space should place these pedestrian-focused principles among their highest priorities. People know how to use a good street when they see it, and it is the responsibility of urban planners to create them.

Nikita Luke is a Project Associate for Health and Road Safety at WRI Ross Center for Sustainable Cities.

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Why the 30th Anniversary of the Disabilities Act Matters

Pandemic poses new challenges as activists reflect on ADA

By Jacob Pierce

Posted on July 27, 2020

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The Covid-19 pandemic fuels a particular fear in David Molina—a father and also the son of elderly parents, whom he often finds himself reminding to be careful when they leave the house.

But during this time, Molina, who serves as chair for the Santa Cruz County Commission on Disabilities, has also spent a lot of time thinking about members of the nation's [disabled community](#). He notes that, whenever there's a shortage of life-saving technologies or drugs, doctors start making calculations about who will [get which treatment](#).

Those calculations, he says, take into account quality of life, and they often favor younger and non-disabled Americans.

"When there's a disabled person and a non-disabled person, if a doctor only has one drug, who does he give it to?" Molina asks. "No one thinks about this level of terror."

Additionally, many Americans with disabilities are [medically vulnerable](#), he adds. Some are [already unable to live without ventilators](#), and the spread of a coronavirus poses a serious threat to their health.

With the country celebrating 30 years of the Americans with Disabilities Act (ADA) this week, some Americans are reflecting on three decades of legislation aimed at tearing down barriers. But due to the pandemic, they are doing so privately. The anniversary of the bill being signed into law by President George H. W. Bush came on Sunday, July 26. At one point, members of the local Commission on Disabilities considered putting together a showing of the new Netflix documentary *Crip Camp*, which chronicles a summer camp for teens with disabilities and their fight for civil rights, but the commissioners ultimately decided against it.

The ADA, which was largely modeled after civil rights legislation of the 1950s and '60s, prohibits discrimination on the basis of disability—including physical, medical and [mental](#) conditions.

Andy Imparato, executive director for Disability Rights California, says the ADA was a landmark piece of legislation, and an update in 2008 issued important clarifications, expanding the number of people the law protects, he says. Nonetheless, the issues are a work in progress.

"We still have work to do in creating the kind of liberty and justice we deserve," he says.

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An avid bus rider, Elsea, who was born blind, says planners often failed to design sidewalks and transportation systems with members of the disabled community in mind. Many, she says, simply assumed that disabled residents would just use Lift Line-type services to get around the county. One problem with that is that, as boomers age, there will be more and more disabled pedestrians, Elsea says.

"There's a level of disability where you're still out running around, and I thought it was important that we really start getting Santa Cruz thinking about those people, so that they don't become in need of the specialized services," she explains.

Elsea pushed the RTC and its staff to create an online feature for reporting hazards to pedestrians. However, when the [Hazard Report](#) page launched, it was incompatible with her text-to-voice software, so she gave commission staff feedback on how to improve it and make it accessible to people like her.

Elsea has first-hand experience with a lot of obstacles. For example, she says that, for years, she was denied the right of a private ballot each Election Day. Instead, when she showed up to a polling place to vote, she had to tell someone else whom she wanted to vote for, and they cast the vote for her.

In one election in Iowa in 1976, she determined that a poll worker was intentionally casting her vote for the wrong party. Elsea says she ended up getting the matter heard before a judge that same day. The issue got resolved, her vote got counted, and the poll worker was banned from working elections, she says.

In a different election in Santa Cruz in 2004, Elsea wanted to vote for a write-in candidate, and she says the poll worker refused to write the name, repeatedly saying that the candidate wasn't on the ballot. Elsea—who credits the local elections department with doing a great job over the years—complained and quickly got matched with a different poll worker. The second poll worker helped Elsea cast the vote she wanted. "I get to be a rebel if I want to," Elsea says.

Two years later, the county unveiled accessible voting machines as part of the Help America Vote Act. Elsea got to cast a private ballot for the first time in her life. She was so happy she cried.

When it comes to the ADA, it's often lawsuits that grab a lot of attention, but Elsea says it would never be her intention—or that of the activists she knows—to start out by assuming an issue will turn into a lawsuit. Rather, the law provides a framework that helps advocates raise concerns and tells institutions how to make their systems more accessible.

"We have a backing. It's like saying, 'Here's the rule, so I don't have to be the bad guy,'" she explains.

The issues around disability are personal for many advocates.

Commission on Disabilities Chair Molina first got involved around disability issues after his son, who's now 6, was diagnosed with autism. Molina learned that drowning is one of the leading causes of death among autistic children. He didn't see any leadership in Santa Cruz County to prevent autistic children from drowning.

"We're a county that has tons of water. And so it surprised me, in a county that's so affluent and with so much water and with such a beautiful, giant pool, that we didn't have a program to teach autistic children to swim," Molina says.

Fellow Commissioner John Daugherty says he believes many people misunderstand the ADA. He feels that Americans pretend the act is a special law that applies to a small subset of people. Daugherty—who has cerebral palsy and works as accessible services coordinator for the Metropolitan Transit District—wishes people would view it as a broader piece of civil rights legislation.

For example, when a business adds ramps to its entrance, and makes the building accessible to people in wheelchairs, that also helps parents with strollers.

Daugherty says he gets frustrated when businesses act like they're being blindsided by 30-year-old law, mandating relatively small accommodations in the name of crafting a more equal society.

"One doesn't have to take a sledgehammer to a business layout to make it accessible," he says.

FULL EMBRACE

Rick Gubash, the director of UCSC's Disability Resource Center, says that, with classes going online, the era of pandemic-related distance learning has shaken up education and created changes—including in the disabled community—some of them more positive than others.

Students with physical disabilities, on the one hand, no longer have to contend with the university's rugged terrain as they traverse the campus. Similarly, those with chronic conditions, who aren't always able to attend class in person, don't have to worry about missing instruction. Everyone's situation is different, however. Those with organizational difficulties may now have an especially challenging time establishing routines, says Gubash, who has both ADHD and a learning disability.

Although his conditions have presented challenges in his life and career, Gubash says he's learned how to manage them, and he wouldn't trade them away for anything. "That's part of me now, and it's an important part of me. I embrace my disability," he says.

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Health Officer: Covid-19 Cases

Imparato, the Disability Rights California executive director, has bipolar disorder. Similar to Gubash, he credits his family with providing an immensely valuable support system. For Imparato, every year is split roughly in half, into two modes—his “high-energy” mode and his “low-energy” one, he calls them. Each of his two annual shifts in mood can happen rather suddenly. When he feels a change, he gives his loved ones a heads-up, usually working it into a conversation with his wife, who he says never reacts too strongly.

Imparato pays careful attention not to let bipolar get in the way of being a caring person or a conscientious boss, he says. He doesn't prefer one mode over the other. Each has its challenges, he says.

“Both modes, for me, have pros and cons,” he says. “When I have more energy, my brain is moving faster, and I'm less patient. Sometimes I can say something and it comes across stronger than I mean it to. I try to be open with my colleagues about the way my brain operates and tell them, ‘Call me on it if you think I'm being unfair or something doesn't sound right to you.’ I try to be good at apologizing.”

ACCESS POTENTIAL

Gubash says the number of students who use UCSC's DRC has grown dramatically over the last decade and a half.

I was a DRC student myself during my time at UCSC from 2006-2010—before Gubash's arrived at the school—due to learning disabilities I was diagnosed with when I was in middle school. (In my time at college, I qualified for services, like extra time on tests and for [note taking](#).) Gubash estimates that the center served 600-700 students back in 2006. He says it serves close to 3,000 now.

I still grapple with attention problems, and I've never been a quick reader or a great listener. Whenever possible, I try to record my interviews and carve out time to transcribe them later. I ask follow-up questions whenever I get confused.

Molina, the chair of the local Commission on Disabilities, is severely learning disabled, and he says learning disabilities never go away. Molina says he often has to read a passage five or more times before he understands it, and he has difficulty retaining information. But he never let any of that stop him from getting his PhD in clinical psychology.

Molina says those with disabilities have role models for sources of inspiration. He looks to 17-year-old Greta Thunberg, the Swedish climate activist, who is on the autism spectrum. Molina says Thunberg has the potential to change the world, and he believes nobody—disabled or otherwise—should ever think they're capable of anything less.

“In order to do what they want to do, those with disabilities have to work that much harder than everyone else,” Molina says. “Having a disability is no excuse to not reach your full potential.”

The documentary Crip Camp is available to watch via subscription to Netflix and for free on [YouTube](#).

CRIP CAMP: A DISABILITY REVOLUTION | Full Feature | Netflix



ABOUT THE AUTHOR



JACOB PIERCE

News Editor at [Good Times](#) | [Blog](#)

Jacob, the news editor for *Good Times*, is an award-winning journalist, whose news interests include housing, water, transportation, and county politics. A onetime

RELATED POSTS

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
06/21/20	Jean	Brocklebank	Brommer St	Captain's Ct	Live Oak	Ped: Plant overgrowth or interference	This hazard is located on Brommer Street where Leona Creek flows under it. See attached picture taken 6/18/20.	DPW	06/23/20	6/22/20 Dorothy Morgan: Hello SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch who will review (see link below for photo submitted) and respond to you directly. 6/22/20 Road Maintenance Dispatch: 2 SEQUESTS IN ONE SERVICE REQUEST 20-000926
06/21/20	Jean	Brocklebank	Capitola Rd	30th Ave	Capitola	Ped: Plant overgrowth or interference	This location is west of 30th on Capitola Road. It is a chronic problem that we report every year because this sidewalk is used a lot by all ages and the poison oak grows into the sidewalk. See attached picture that shows the problem on 6/1/, then the same on 6/7 and 6/14 and probably the same as we walk there today (6/21).	DPW	06/22/20	6/23/20 Dorothy Morgan: Hello SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch who will review (see link below for photo submitted) and respond to you directly.
06/21/20	Jean	Brocklebank	Capitola Rd	30th Ave	Capitola	Ped: Plant overgrowth or interference	This location is west of 30th on Capitola Road. It is a chronic problem that we report every year because this sidewalk is used a lot by all ages and the poison oak grows into the sidewalk. See attached picture that shows the problem on 6/1/, then the same on 6/7 and 6/14 and probably the same as we walk there today (6/21).	DPW	06/22/20	6/23/20 Dorothy Morgan: Hello SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch who will review (see link below for photo submitted) and respond to you directly.
06/01/20	Chet	White	106 Towne Terrace	Mission St	Santa Cruz	Ped: Rough pavement or potholes	The concrete and metal water valve cover on the sidewalk around 801-805 mission is unstable and now missing the metal latch leaving a hole someone will most likely break there ankle if they do not see it. Prior to the metal cover gone missing I have gone over my bike handlebars 2 times when the concrete cover fell and tipped when I rode over it. I saw someone else on a bicycle today crash from its unstable-ness... I hope you can fix or replace the cover ASAP before anyone gets hurt any worse. When I crashed the first time I was lucky there was no traffic on mission at that moment because I was tossed into the right lane. It seems very dangerous. This effects both bikes and pedestrians	Jim Burr, Claire Gallogly	06/04/20	6/4/20 Claire Gallogly: I forwarded to someone on our team to go field check. If the issue warrants, a letter to the adjacent property owner will be sent to fix.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
05/20/20	Jean	Brocklebank	491 5th Ave	Eaton St	Santa Cruz	Ped: Plant overgrowth or interference	Sidewalk is blocked by massive ivy overgrowth. See attached picture taken 5/20/20	DPW	05/21/20	<p>5/21/20 Dorothy Morgan: Good Morning SCCRTC, Thank you for your email about the overgrown vegetation on 5th and Eaton. I have included our Road Maintenance Dispatch and our Encroachment Inspectors who will review and respond to you directly. 5/21/20 Kristine Conley: Thank you for this report, our staff will inspect today. If it is determined that this is a private encroachment, we will send a letter to the adjacent property owner. 6/11/20 Kristine Conley: A letter is being sent out tomorrow to the homeowner, requesting they remove all vegetation from the sidewalk.</p>
04/24/20	Debbie	Bulger	Laurel St	Front St	Santa Cruz	Ped: Plant overgrowth or interference	The available sidewalk area is too narrow to afford wheelchair access.	Jim Burr, Claire Gallogly	04/27/20	5/21/20 Jim Burr: Crews will respond. Ice plant will be trimmed.
04/08/20	Veronica	Elsa	Mission St	Younglove St	Santa Cruz	Ped: Traffic signal problem	Audible signal at Mission/Younglove, for crossing Mission is not functioning. This is how I get to and from Safeway and I'm scared to cross Mission without the information it provides.	Jim Burr, Claire Gallogly	04/09/20	5/21/20 Jim Burr: This is a Caltrans maintained signal and they have been alerted to the issue.
03/25/20	Brett	Garrett	603 California St	Laurel St	Santa Cruz	Ped: Traffic signal problem	Trying to cross Laurel Street, "Push Button for Walk Signal" doesn't work. The walk light doesn't turn green unless someone comes from the other direction.	Jim Burr, Claire Gallogly	03/26/20	3/26/20 Jim Burr: Issue will be field checked and repaired. Thanks

From: [Michael Pisano](#)
To: ["Veronica Elsea"; Grace Blakeslee](#)
Subject: Working Remotely
Date: Friday, June 5, 2020 12:03:52 PM
Attachments: [image005.png](#)

Hi Veronica & Grace,

I hope you are both well.

During public comment yesterday at the SCCRTC meeting a citizen Dana Bagshaw brought up a good question about Working Remotely.

Is this something that the SCCRTC could be involved with to greatly incentivizing our community to stay working remotely to reduce carbon emissions & commute traffic?

As we return from Shelter-in-Place; the Metro may continue to social distance on the County busses, and would need to greatly increase the routes to handle those commuters. More people may forgo mass transit, and use Rideshare options to drive & thus clogging our streets even more than before. The Metro may need to go from hour & half-hour routes to 15-minutes or even 10-minutes to maintain capacity. I mean (made-up numbers); if a bus route normally has 50 passengers every half-hour, and the Metro only allows 10 passengers for Social distancing - how will they make up 10 more trips? Workers would never get to work with a half-hour or hourly bus route stops.

Thank you for your time & Consideration. Be Safe & Be Healthy

Common Acronyms : EE=Employee, PPE=Pay Period End, PD=Pay Day, BW=Bi-Weekly, QW=Quadra-Weekly, MO=Monthly, CP=CruzPay, TS=Timesheet, LOA=Leave of Absence, LNP=Leave No Pay.
Direct Deposit Sign-Up is in Your UCPath Dashboard Under View Paycheck.
Michael Pisano – Working Remotely – Best way to Contact me is via Email or Google Hangouts.
UCSC – BAS/SHR/ELR – Leave of Absence Assistant
Tel:831-459-1867-Fax:831-459-2661 – **Confidential LOA FAX:831-401-2322**
MAC Appointee (METRO Advisory Committee)
Eml: mpisano@ucsc.edu / Mail Stop: Staff Human Resources
Work Schedule/Plan de trabajo: Days/Dias; Mon thru Fri – Hrs; 8am to 5pm
TKWeb: <http://shr.ucsc.edu/ops/index.html>
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Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

Volunteer Center Transportation/Grocery Shopper Program

Q4
2019-2020

	<u>Santa Cruz</u>	<u>San Lorenzo Vale</u>	<u>Watsonville</u>	<u>Totals</u>
Volunteers	49	12	11	72
Unduplicated Clients	132	32	21	185
Total Shopping Requests	351	196	120	667

Grocery Requests unable to fill	9	12	6	27
Unfilled requests referred other agencies	9	12	6	27
Requests cancelled by client	12	3	8	23

<u>Grocery Bags Delivered</u>	<u>April</u>	<u>May</u>	<u>June</u>	
Physician	0	0	0	0
Shopping and Medications	488	932	1244	2664
Stroke Center	0	0	0	0
Hospitals and therapy	0	0	0	0
Convescent homes	0	0	0	0
Low Vision Center	0	0	0	0
Clinishare Dialysis	0	0	0	0
Other	0	0	0	0
Total	488	932	1244	2664

Additionally, 12 rides have been given to dialysis in Q4

<u>Avg trip length (Q4)</u>	24
<u>Total Miles driven (Q4)</u>	35,645
<u>Total Reimbursement (Q4)</u>	\$476

Volunteer Center Transportation Program

	Total FY19-20	%
<u>Client Jurisdictions</u>	Q4	
Santa Cruz City	63	34%
Scotts Valley City	23	12%
San Lorenzo Valley	21	11%
Capitola City	18	10%
Watsonville City	22	12%
Midcounty Unincorporated	29	16%
South County	9	5%
north Couty	0	0%
Unknown		0%
Total Clients (unduplicated)	185	100%

Origin of Request by Jurisdiction

Santa Cruz City	276	41%
Scotts Valley City	72	11%
San Lorenzo Valley	43	6%
Capitola City	54	8%
Watsonville City	98	15%
Midcounty Unincorporated	106	16%
South County	18	3%
Out of County	0	0%
Total	667	100%

Enhancing Safety and Creating Connections Through Grocery Shopping

As the pandemic ramped up in late March and businesses and nonprofits were asked to shutter their doors, staff with the Volunteer Center of Santa Cruz County Senior Programs began to brainstorm creative ways to maintain valuable connections with their most vulnerable participants.

Annually, the Volunteer Center helps more than 550 seniors to age safely in our community and maintain the independence they desire through programs like Helping Hands Senior Home Repair, Matter of Balance, and the Transportation Program. Prior to the shutdown of services, volunteers with the Volunteer Center Transportation Program were providing more than 75 free rides per week for ambulatory fixed income seniors and the disabled. These rides allowed those in need to safely get to necessary medical appointments or meet basic needs like grocery shopping and banking. When the shelter in place orders began, we recognized that senior safety was at risk as their needs for safe home repair, groceries, and human connection did not subside. We quickly set to work to brainstorm and devise plans for how we could creatively adapt some of our services to still meet the needs of our participants as they shelter in place. Our first order of operations was to establish a phone check-in system with our program participants.

Since the start of this crisis, Senior Programs staff and volunteers have held phone consultations with more than 150 seniors. These phone calls have been invaluable for ensuring that seniors know how to access the resources they need while sheltering in place and for some this may be the only personal connection they have.

From these brainstorming sessions and senior conversations emerged the Grocery Shopper Program. This new program serves the needs of fixed-income seniors age 60+ as well as health compromised older adults 55+. The program uniquely serves those who can afford the cost of their groceries but can't visit a grocery store because of the great risk to their health. Seniors are able to specifically request the items they want purchased.

Through the program volunteers are recruited, background checked, and trained to take grocery orders and methods of payment from local seniors. Volunteers then purchase groceries on behalf of the senior and deliver the groceries to their doorstep using social distancing practices. Volunteers are required to use masks and gloves and the volunteer never enters the home of the participant.

Since this program was rolled out, it has served 185 people with the help of 72 volunteers who have collectively delivered more than 2,665 bags of groceries.

The program has proven to be an excellent way to lift the spirits of both those in isolation and the volunteers as well. Volunteers with the program have expressed that volunteering gives them a dose of needed motivation and purpose.

Below is a quote from one of our GSP volunteers, Laura Chivola:

“I love that we are meeting a critical need and helping people maintain meaningful connections with one another in the process. Finding creative ways to remain connected is so important for everyone’s emotional health as we ride the changing waves of the times we are in. I’ve really enjoyed volunteering with this program. I have been able to connect with people in my community that I otherwise wouldn’t and grocery shopping for them has been like a weekly treasure hunt. I’ve gotten to know these folks through our phone conversations and always feel really good about getting them their special items and making sure they have what they need. Being a volunteer grocery shopper has been a great experience that I recommend without reservation to anyone who loves grocery shopping and wants to help out in our community as we all make sacrifices and pioneer new ways to care for ourselves and each other”

Additionally, through a partnership with Ecology Action, some volunteers have chosen to take on their volunteer effort by bike and see this as a way to help the environment while helping others. To date we have 10 volunteers that shop by bike. “The great thing is that I know I’m not only helping the participant, but I’m also reducing the COVID-19 risk by reducing how many people are shopping, and also reducing greenhouse gas emissions by combining it with my own shopping trip,” states Grocery Shopper Volunteer Brooke Wright.

The program is currently accepting new clients and volunteers. Fixed-income seniors age 60 or older, or immune compromised adult 55+ who are vulnerable to COVID-19 can call the Grocery Shopper Hotline to learn more and get connected at **831-427-3435**.

Healthy individuals who are interested in volunteering can learn more about program and express interest by visiting the Volunteer Center of Santa Cruz County website at www.scvolunteercenter.org.



Via Email

July 15, 2020

Director of Finance
City of Santa Cruz Finance Department
333 Front Street, Suite 200
Santa Cruz CA 95060

RE: **Third Quarter Report for 19/20**
(Contract between "City of Santa Cruz and Community Bridges/Consolidated Transportation Services Agency")

Dear Mr. Pimentel:

Enclosed please find the TDA Quarterly Report for the period beginning January 1, 2020 and ending March 31, 2020.

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

Sincerely,



Seth A. McGibben
Chief Administrative Officer

Encl.

ecc: G. Blakeslee, Transportation Planner, SCCRTC
T. New, Fiscal Officer, SCCRTC
N. Duarte, Contracts Manager
K. Ance, Division Director, CTSA: Lift Line
D. Underhill, Chief Financial Officer, Community Bridges
R. Iskandarova, Grants Analyst, Community Bridges

Quarterly TDA
Report :
Time Period:

FY 19/20 QUARTER 3
JAN - FEB - MAR 2020

#	Performance Measures to be Included in Quarterly Reports	CC 20,23,26,31,32,38,39					CC 21					CC 29					CC 24,30					CC 36					YTD % of Goals	Qtr Total	YTD Total					
		Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP								
		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan	Feb	Mar	Qtr	YTD		Jan				Feb	Mar	Qtr	YTD	
1	Unduplicated Passengers per Month	164	162	131	250	879		27	26	81	53	142		32	43	34	53	204		110	112	97	124	383		0	0	0	0	0		480	1,608	
2	Total Passenger Trips (Units of Service) per Month	747	795	580	2,122	7,139	112%	613	513	305	1,431	5,700	51%	89	156	309	554	1,708	49%	2,489	2,290	1,314	6,093	21,952	104%	0	0	0	0	0	0%	10,200	36,499	
3	Number of Incidents per Month	0	0	0	0	1		0	0	0	0	1		0	0	0	0	0		1	0	0	1	7		0	0	0	0	0		1	9	
4	Number of Accidents per Month	0	0	1	1	1		0	0	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		1	2	
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	27	46	29	102	383		26	38	25	89	419		n/a	n/a	n/a	0	0		69	89	75	233	802		n/a	n/a	n/a	0	0		424	1,604	
7	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
8	Number of Cancels per Month	167	159	304	630	1,784		169	120	116	405	1,202		n/a	n/a	n/a	0	0		771	777	1383	2,931	8,455		n/a	n/a	n/a	0	0		3,966	11,441	
9	Total Donations per Month	\$322	\$360	\$34	\$715	2,521					\$0	\$0					\$0	\$0					\$0	\$0		n/a	n/a	n/a	\$0	\$0		\$ 715	\$2,521	
10	Number of Complaints per 1,000 Passenger Trips	0	0	0	0	3		0	0	0	0	4		n/a	n/a	n/a	0	0		0	0	0	0	0		0	0	0	0	0		0	7	
10	Complaints	0	0	0	0	3		0	0	0	0	3		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	4	
11	Number of Safety Incidents per 100,000 Vehicle Miles	0.00				9		0				0		n/a	n/a	n/a	0	0		3				13.7		0				0		12.8	11.8	
12	Operating Cost per Passenger Trip					\$51.46						\$18.96						\$14.09						\$20.63						\$0.00				
13	Operating Cost per Vehicle Service Hour					\$64.65						\$73.60												\$69.17						\$0.00				
14	Passengers per Vehicle Service Hour					1.26						3.88												3.35						0.0				
15	Passengers per Vehicle Service Mile					0.07						0.13												0.20						0.00				
16	Van Mileage per Program					27,145						10,600												31,057						0				

AGENDA: August 2020

TO: RTC Advisory Committees (Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC))

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Measure D: Five-Year Programs of Projects for Regional Projects and Community Bridges Lift Line

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on and recommend that the Regional Transportation Commission (RTC) approve the draft Fiscal Year (FY) 2020/2021-2024/2025 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing ([Attachment 1-5](#)), and for Community Bridges-Lift Line ([Attachment 6](#)).

BACKGROUND

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transaction and use tax (sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
 - \$5 million for the Highway 17 Wildlife Crossing
 - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
 - Balance (approx. 28%) to cities and County by formula
- Highway Corridors: 25%
- Transportation for Seniors and People with Disabilities: 20% total
 - 16% to Santa Cruz METRO and 4% to Lift Line
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are

adjusted annually based on actual expenditures, updated revenue projections, proposed allocations to specific projects and work tasks, and updated project schedule and cost information for previously approved projects. The plans also include carryover revenues and interest earnings which have been reserved or “banked” to be used in future years.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for Regional Expenditure Plan categories and projects, as described below. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members are encouraged to provide input on those plans directly to each recipient agency. Since Community Bridges is not a public agency, the Lift Line 5-Year Plan is also subject to RTC approval.

DISCUSSION

Staff recommendations for Measure D regional programs and projects for FY20/21-FY24/25 are included as Attachment 1 (Exhibits A-E). Fact sheets on major regional projects are included in Attachment 2.

The 5-Year Plans have been updated to reflect lower revenue forecasts resulting from the COVID-19 global health crisis and move some funds between fiscal years based on updated schedules and expenditure rates. While some anticipated expenditures have been added for FY24/25, the draft plans leave some FY24/25 revenues unprogrammed given economic uncertainties related to COVID-19. Although Measure D provides significant funding to deliver the regional investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the long range Measure D Strategic Implementation Plan (*adopted by the RTC in February 2020*), in order to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants, the 5-year plans utilize Measure D funds for pre-construction phases and to provide matching funds for some projects. A summary of the 5-year plans is provided below.

Active Transportation/MBSST-Rail Trail

The updated 5-year plan for the MBSST Network includes:

- Funding for development and/or construction of 18.3 miles of the rail trail from Davenport to Aptos and in Watsonville.
- Utilizes Measure D revenues to leverage federal, state, and other local grants.

- Adds funds for implementation of the Remedial Action Agreement between RTC and County of Santa Cruz Environmental Health Department, Santa Cruz Branch Rail Line Right of Way Boundary Services, North Coast Rail Trail (Segment 5) right-of-way acquisition and Segment 5 design and fabrication of interpretive and wayfinding signs.
- Adds funds for extensive drainage work in FY20/21.
- Shifts some funds to future years based on updated project schedules.

Highway 17 Wildlife Crossing

In order to allow the Highway 17 Wildlife Crossing to start construction in 2021, the proposed 5-year plan includes an **inter-program loan from the Highway Corridor category**. Although other financing options, including issuing revenue bonds, were considered, sufficient “pay-go” Measure D cash capacity is available across the Measure D regional categories to accommodate this loan. Upon completion of the project, the Highway 17 Wildlife Crossing’s annual Measure D allocations (\$166,667 per year until 2047) will be paid to the Highway Corridors investment category. The loan amount reflected in the 5-year plan is based on the 95% design cost estimate, but may be adjusted in the future based on actual project costs. The Land Trust of Santa Cruz County is providing the first \$3 million of construction capital costs. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

Highway 9/San Lorenzo Valley (SLV)

- Caltrans has started developing a corridor-wide Project Initiation Document (PID) for complete streets elements using \$150,000 of Measure D funds approved by the RTC last year. The PID will provide the basis for scope, cost, and schedule for complete streets projects and will facilitate integration of complete streets components into Caltrans maintenance and major capital improvement projects.
- Caltrans is also completing its PID-level analysis of options for building a pathway between the SLV Schools Complex in Felton and Graham Hill Road to address safety, anticipated to be funded by Caltrans safety funds. Prior to Caltrans making a commitment to fund and implement the safety project, the RTC programmed \$1 million in Measure D to leverage other funds. The RTC can still contribute funds to projects in front of the school or connecting to this Caltrans safety project, but we need to let the complete streets PID be developed and specific projects to be scoped.
- New line added to reflect costs for RTC oversight activities for implementation of projects in the Highway 9 corridor. This includes public outreach, legal, technical assistance, and work to identify projects and apply for grants to leverage the remaining programming capacity to the greatest extent possible.
- Upon completion of the Caltrans Complete Streets and Safety PIDs, staff will return to the RTC to identify specific projects and opportunities to use

Highway 9/SLV Measure D funds to leverage other funds and implement projects in the corridor.

Highway Corridors

The updated 5-year plans for the Highway Corridors category includes:

- Funds for 3 Highway 1 projects that will construct auxiliary lanes, a bus on shoulder facility, bicycle and pedestrian overcrossings, and replacement of 3 bridges between Soquel Avenue/Drive and Freedom Boulevard interchanges. RTC has applied for SB1 competitive grants for 2 Highway 1 projects between Soquel Avenue/Drive and State Park Drive interchanges. RTC will find out in December of 2020 whether the projects are awarded funds.
- Funds in FY24/25 for ongoing traveler information/transportation demand management programs: Cruz511, Freeway Service Patrol, and the Safe on 17 program aimed at reducing collisions on Highway 17 through increased California Highway Patrol (CHP) enforcement.
- An interprogram loan to the Highway 17 Wildlife Crossing.

Rail

The updated 5-year plans for the Rail category includes the following:

- Funds for the continuation of the development and construction of storm damage repair projects.
- Funds for ongoing railroad bridge inspections and analysis for the 29 railroad bridges along the Santa Cruz Branch Rail Corridor.
- Removal of Measure D funds previously intended to fund construction of the phase 1 bridge repairs. Staff recommends pursuing grant funds and programming Measure D matching funds for construction at a later date as needed.
- Funds for ongoing track infrastructure repairs to address erosion and drainage issues to preserve the railroad infrastructure.
- Removal of Measure D funds previously intended to fund the preliminary engineering and environmental analysis of the future transit facility on the Santa Cruz Branch Rail Corridor. Staff recommends pursuing grant opportunities and programming Measure D funds for the environmental phase as needed at a later date, pending results from the TCAA which includes the development of the business plan.

Lift Line-Community Bridges Paratransit

Four percent (4%) of net Measure D revenues are allocated to Community Bridges-Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, for paratransit service. Since Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency, review and approval of Community Bridges Lift Line Measure D five-year plan is overseen by the RTC and included in the

RTC's public review process. The Lift Line five-year plan continues to provide funds for the following:

- Additional drivers to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers;
- Van driver trainer who supervises and trains drivers and serves as a substitute driver;
- Outreach, administrative and dispatch work associated with Measure D-funded expanded services;
- Operations facility to house the entire Lift Line operations in one location; and
- Vehicle and equipment reserve to leverage other grants to purchase new fleet vehicles, replace aging and worn shop equipment, and upgrade maintenance and operations facility.

Recommendation

Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committees, and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed Measure D 5-year programs of projects for the regional and RTC oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway 17 Wildlife Crossing, as well as the 5-year program of projects for Community Bridges-Lift Line (Exhibits A-F).

Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects in September. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be made throughout the year. Any amendments to the 5-year Plans are subject to approval by the RTC board during a public meeting.

As regional projects are implemented, staff periodically provides updates and solicits input on the projects from the Bicycle Committee and E&DTAC.

After the close of each fiscal year, Measure D recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures are reviewed by the Measure D

Taxpayer Oversight Committee (TOC). The TOC's FY18/19 annual report and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

SUMMARY

Measure D provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Staff recommends that the RTC's advisory committees review and provide input on how RTC invests Measure D funds over the next 5 years for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing, as well as the 5-year plan for Community Bridges Lift Line (Attachment 1: Exhibits A-F).

Attachments:

1. Measure D 5-year programs of projects - Exhibits:
 - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
 - b. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
 - c. Highway 17 Wildlife Crossing 5-Year Program of Projects
 - d. Highway Corridors 5-Year Program of Projects
 - e. Rail Corridor 5-Year Program of Projects
 - f. Community Bridges Lift Line 5-Year Program of Projects
2. Regional Project Fact Sheets

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Measure D: 5-Year Program of Projects (FY20/21-24/25)

Approved 6/6/19, Amended 12/5/19, 5/7/20, 6/29/20. Proposed updates for 9/20 underlined.

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

Fact Sheet #		Rail Trail Project/Program	Description	Schedule	Prior Years Spent	Planned					Total Measure D	2020 Updates
						FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
TRL-5	1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	est 2021	<u>\$1,467,599</u>	<u>\$689,274</u>	\$50,000	\$0	\$0	\$0	<u>\$2,206,873</u>	Update prior. Add funds for right-of-way, technical assistance, and interpretive signs. Previously \$1.77M
	1A	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0	\$100,000	\$125,000	\$125,000	<u>\$125,000</u>	<u>\$475,000</u>	Update to reflect current schedule. Add funds for FY24/25
	1B	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	est. 2021	\$0	\$325,000	\$1,750,000	\$875,000	\$875,000	\$0	<u>\$3,825,000</u>	No change to total. Respread to match current schedule.
TRL-7	2	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: est. 2021-2022	---	\$1,100,000	\$1,000,000	\$0	\$0	\$0	<u>\$2,100,000</u>	No change to total. Move \$1M for Phase 1 to FY20/21 based on est. completion 2020. Shift \$1 M for phase 2 construction to FY21/22 based on updated schedule. City seeking ATP grant for Phase 2.
	2A	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	duration of project delivery	\$173,769	\$35,000	\$33,203	\$0	\$0	\$0	<u>\$241,972</u>	No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.
TRL-8/9	3	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	<u>\$500,000</u>	No change. Project completed.
	3A	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	done	<u>\$7,149</u>	\$0	\$0	\$0	\$0	\$0	<u>\$7,149</u>	Reduced to reflect lower spending in prior years.
	4	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Fall 2022 start	\$0	\$0	\$0	\$2,000,000	\$0	\$0	<u>\$2,000,000</u>	No change. City of Santa Cruz submitting application for ATP grant.
	4A	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	duration of project delivery	\$13,140	\$40,000	\$40,000	\$40,000	\$40,000	\$26,860	<u>\$200,000</u>	No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.
na	5	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	<u>\$25,000</u>	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<u>\$225,000</u>	Funds from FY19/20 moved to FY24/25. FY20/21 reduced to \$25k
TRL-10/11	6	Segment 10-11 12: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr), & Seg 12 (St Park to Aptos Creek Rd) PA/ED	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project.	TBD	\$0	\$1,600,000	\$1,000,000	\$1,200,000	\$200,000	\$0	<u>\$4,000,000</u>	Update to reflect RTC decision to evaluate Segment 12 with Highway 1 Freedom-SP project. Respread other funds to match to match current schedule.
	6A	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	TBD	\$28,591	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<u>\$278,591</u>	No change to total. Carryover from FY19/20 moved to FY24/25.

Fact Sheet #		Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	2020 Updates
TRL-18	7	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	FY19/20 and remaining portion in FY21/22	\$0	\$150,000	----->	\$933,333	\$933,333	\$933,333	\$2,950,000	No change to total. Funds shifted out based on updated schedule for phase 2.
	7A	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	duration of project delivery	\$85,215	\$53,672	\$20,000	\$0	\$0	\$0	\$158,887	Update prior. Carryover funds not spent prior years. \$10k added for anticipated EHS work on land use covenant
	8	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$4,000	\$6,000	\$11,000	\$11,000	\$11,000	\$43,000	No change to total. Some funds from FY20/21-21/22 moved to FY24/25 based on schedule.
na	9	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	TBD	\$1,087	\$13,913	\$0	\$0	\$0	\$0	\$15,000	No change
na	10	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20	\$17,340						\$17,340	No change
TRL-M	11	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$648,986	\$337,500	\$260,000	\$345,000	\$345,000	\$345,000	\$2,281,486	Update prior based on actuals. Add funds for FY24/25
	12	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	ongoing	\$390,685	\$1,313,709	\$519,250	\$519,250	\$519,250	\$519,250	\$3,781,394	Add funds for significant drainage anticipated in FY20/21 and funds in FY24/25. Updated to reflect funds spent in prior years and shift unspent funds to FY19/20.
Estimated Annual Measure D Expenditures					\$3,333,563	\$5,737,068	\$4,878,453	\$6,148,583	\$3,148,583	\$2,060,443	\$25,306,693	

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)Approved 6/6/19; Amended 11/7/19. Proposed updates: 9/20**Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)**

Fact Sheet #	Name/Road/Limits	Description	Schedule	Prior Years	Planned Use					Total Measure D	Proposed 2020 Updates
					FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
H-9	1 San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Funding designated for potential match of future grant opportunities.	Est. FY2022	\$0	\$250,000	\$750,000				\$1,000,000	Caltrans is evaluating options for the area. Once funding plan is developed, staff will return with recommendations.
	2 Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, and initial screening, implementation documents needed to secure funds for priority projects; including work needed to integrate complete streets components into SHOPP projects.	PID to be completed FY20/21	\$25,000	\$125,000					\$150,000	\$150k approved for Caltrans PID. Additional \$100k previously programmed that is being used for tehcnical assitance, oversight, and community outreach is now shown in row 4.
	3 Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBs, ladder striping, etc to several existing crosswalks	2021	\$11,589	\$18,411					\$30,000	No change to total. \$250k HSIP grant being used for construction being implemented by Caltrans.
	4 <u>SLV/SR9 Corridor technical assistance, oversight, and community outreach</u>	<u>Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other other planning activities</u>	Ongoing	\$775	\$99,225					\$100,000	No change to total. New line separating out work that was previously included in line 2.
Estimated 5-Year Measure D Expenditures					\$492,636	\$750,000	\$0	\$0	\$0		

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)Approved 6/6/19. Proposed updates for 9/20Category: **Highway 17 Wildlife Corridor (\$5 million over 30 years)**

					Anticipated Expenditures								
Fact Sheet #		Project	Description	Schedule	Prior Years	FY20/21	FY21/22*	FY22/23*	FY23/24	FY24/25	Future Debt Service*	Total Measure D	Proposed 2020 Updates
H-17	1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023	\$0	\$0	\$1,350,333	\$2,700,667				\$4,051,000	Updated from \$4M to reflect updated cost estimate range (\$6.8-\$7.2M). Staff recommends interprogram loan from Meas D: Hwy, consistent with SIP. Land Trust match: \$3M. Financing, and outreach/ oversight listed below.
	2	Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing	Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs.	NA	\$0				Debt Service payments \$166,667/year			\$902,194	Repay inter-program loan through 2047.
	3	Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY22/23	\$1,806	\$15,000	\$15,000	\$15,000				\$46,806	Prior Years reduced based on expenditures.
Estimated Annual Measure D Expenditures					\$1,806	\$15,000	\$1,365,333	\$2,715,667	\$166,667	\$166,667	\$568,861	\$5,000,000	

*Since the full \$5M committed in Measure D for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, staff recommends that the RTC authorize a loan from the Highway Corridors investment category. Land Trust has committed \$3M to be used to fund first months of construction costs, postponing when Measure D interprogram loan starts.

**Pre-construction and support costs funded through Caltrans SHOPP. Actual cost will depend on final design, bids, any claims, and financing costs.

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)Approved 6/6/19. Amended 6/27/19, 2/6/20, 3/5/20, 5/7/20. Proposed updates for 9/20.**Category: Highway Corridors (25% of Measure D Revenues)**

Fact Sheet #	Project	Description	Schedule	Prior Years Spent	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	Proposed 2020 Update
H-1	1 Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing ⁽¹⁾	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Start Spring 2021	\$991,381	\$308,619	\$350,000	\$100,000	\$0	\$0	\$1,750,000	No change to total. "Prior Years" updated based on actual expenditures, balances shifted to FY20/21.
H-2	2 Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing ⁽²⁾ and Bicycle/Pedestrian Overcrossing at Mar Vista Dr ⁽³⁾	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	FY22/23	\$332,902	\$1,887,437	\$1,430,000	\$2,900,000	\$5,200,000	\$2,600,000	\$14,350,338	Reduce from \$16.3M based on updated cost estimate. Respread expenditures (design, construction, etc) based on anticipated use. Any funds not spent in prior years to be carried over.
H-3	3 Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two railroad bridges, and widening of the bridge over Aptos Creek/Spreckles Drive ⁽⁴⁾	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct 2 railroad bridges and widen bridge over Aptos Creek/Spreckles Drive	FY23/24	\$196,247	\$3,251,753	\$4,971,500	\$4,892,500	<u>\$350,000</u>	<u>\$250,000</u>	\$13,912,000	Add funds in FY23/24-24/25 for project management. Carryover funds not spent in FY19/20. Funds for Design shifted from FY20/21 to FY22-FY23. Will seek grants for construction phase.
	4 Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$13,605	\$11,895					\$25,500	No change to total. Funds not spent in prior years carried over to FY20/21.
H-4	5 Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$186,192	\$250,000	\$200,000	\$200,000	\$200,000	<u>\$225,000</u>	\$1,131,131	Reduce prior based on actuals and carryover balances to FY24/25. Previously \$1.3M total.
H-5	6 Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$46,505	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	\$268,011	Reduce prior based on actuals and carryover balances to FY24/25. Previously \$275k total.
H-6	7 Freeway Service Patrol ⁽⁵⁾	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$204,553	\$150,000	\$157,500	\$165,375	\$173,644	<u>\$182,326</u>	\$926,211	Reduce "Prior Years" based on actual expenditures. Reduce annual increase to 5% (rather than 10%) and add FY24/25 funds. Previously \$937k total.
Estimated Annual Measure D Highway Corridors Expenditures				\$2,171,191	\$5,909,704	\$7,159,000	\$8,307,875	\$5,973,644	\$3,307,326	\$32,562,998	
H-17	8 Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.	Interprogram Loan	\$0	\$0	<u>\$479,999</u>	<u>\$2,549,000</u>	<u>-\$166,667</u>	<u>-\$166,667</u>	<u>\$2,862,333</u>	Interprogram loan consistent with the SIP. Total loan may change based on final project cost. To be repaid \$166.7k/yr
Total Expenditures (with loans & repayments)				\$2,171,191	\$5,909,704	\$7,638,999	\$10,856,875	\$5,806,977	\$3,140,659	\$35,425,331	

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 19/20) assumes PS&E will be advanced in FY 20/21, and right-of-way
- Mar Vista Bicycle/Pedestrian Overcrossing:** Project combined with Bay/Porter-State Park 5/7/20. \$300k Measure D funds to supplement project management and public outreach support activities as needed. \$48,500 replaces
- Hwy 1 Freedom-State Park:** Added to Expenditure Plan and 5-year Plan as part of the SIP 2/20 and 3/20.
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needed

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)Approved 6/6/19; Amended 6/27/19; Amended 10/3/19 and 5/7/20. PROPOSED 9/20 Updates.**Category: Rail Corridor (8% of Measure D Revenues)**

Fact Sheet #		Project	Description	Est. Schedule	Prior Years	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	Proposed 2020 Updates
R-1	1	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	Spring 2020-2021	\$444,643	\$205,357					\$650,000	No change to total. "Prior Years" updated to reflect audited financials; carryover shifted to FY20/21.
	2	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	Ongoing	\$419,739	\$200,000	\$480,000	\$30,000	\$520,000	\$35,000	\$1,684,739	Prior reduced based on expenditures. Added funds for remaining engineering work for inspections and load ratings and phase 1 bridge repairs; funds for project management consultant support; and required ongoing inspections. Prior updated to reflect audited financials. Increase total from \$450k.
	2a	Capitola Trestle Railroad Bridge analysis	Analysis of feasiblty for building a trail on the bridge through Capitola Village and	est. 20/21	\$0	\$50,000					\$50,000	No Change
	3	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	2020-2022	\$502,284	\$0					\$502,284	Phase 1 Bridge repairs will be construction-ready in 20/21 or 21/22. Total reduced from \$2.2M. Staff will seek grants to fund construction. Matching funds for construction will be programmed at a later date, if needed.
	4	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Ongoing	\$589,021	\$1,246,841	\$169,010	\$171,207	\$173,433	\$173,433	\$2,522,945	Prior updated to reflect expenditures. Added \$1M in FY 20/21 for Manresa Erosion Repair, \$80k for PM consultant support, and anticipated FY24/25 expenditures. Previously \$1.58M total.
R-2	5a	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor.	2019-early 2020	\$621,071	\$311,929					\$933,000	Prior years updated based on expenditures, carryover shifted to FY20/21. No change to totals
	5b	Preliminary Engineering and Environmental Analysis for Transit	Preparation of environmental documents for transit project on the rail corridor resulting from the Transit Corridor Alternatives Analysis (TCAA)	TBD	\$0	\$0	\$0	\$0	\$0		\$0	Modified description per TCAA. Funds previously shown were removed - Program funds for the environmental phase at a later date, pending results from the TCAA, development of the business plan, and grant opportunities.
NA	6	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-20/21	\$4,353	\$3,807					\$8,160	No change to total. "Prior Years" carryover shown in FY20/21.
Estimated 5-Year Measure D Expenditures						\$2,017,934	\$649,010	\$201,207	\$693,433	\$208,433		

Measure D: 5-Year Plan (FY20/21-FY24/25)**Agency/Category:** **Community Bridges - Lift Line** (4% of Measure D revenues)

Project name	Description	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	5 year total	Total Measure D funds since inception**	Schedule (year)
Driver 1 (see note below*)	Additional driver to provide expanded hours of paratransit service	\$123,191	\$127,503	\$131,965	\$135,924	\$ 140,002	\$ 658,585	\$ 1,027,458	Ongoing
Driver 2 (see note below*)	Additional driver to provide expanded hours of paratransit service	\$123,191	\$127,503	\$131,965	\$135,924	\$ 140,002	\$ 658,585	\$ 1,027,458	Ongoing
Driver 3 (see note below*)	Part-time Additional driver to provide expanded hours of paratransit service			\$ 47,132	\$ 48,546	\$ 50,245	\$ 145,923	\$ 145,923	Start FY22/23
Driver Trainer	To support safety and service training for paratransit drivers	\$ 63,740	\$ 66,927	\$ 70,274	\$ 72,382	\$ 74,553	\$ 347,876	\$ 497,646	Ongoing
Executive Assistant/Dispatcher	To support additional paratransit rides	\$ 63,661	\$ 67,274	\$ 69,628	\$ 71,717	\$ 71,717	\$ 343,997	\$ 504,748	Ongoing
Outreach/Publicity	Materials and videos to promote paratransit ride availability	\$ 5,848	\$ 5,848	\$ 6,023	\$ 6,023	\$ 6,204	\$ 29,947	\$ 49,366	Ongoing
Consultants / Project Managers	Facility project management-architects, environ review, design	\$ 45,354	\$ 45,163				\$ 90,517	\$ 132,242	During capital projects
Operations Facility	Reserve for projected Acquisition, construction and/or renovation expenses	\$229,000	\$248,055	\$267,298	\$265,667	\$ 265,550	\$ 1,275,569	\$ 2,600,729	Ongoing
Vehicle Equipment Reserve	Vehicle/ Equipreplacement, matching funds, project procurement and implimentation	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	15000	\$ 75,000	\$ 164,397	Ongoing
Total		\$668,984	\$703,272	\$739,285	\$751,183	\$ 763,273	\$ 3,625,998	\$ 6,149,966	

*Operating costs include driver support (Mechanic, IT Support, Fleet manager, Program Supervisor) salaries and fringes, vehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as taxes and licenses related to paratransit services. It also includes a prorated allocation of costs such as general liability insurance, staff training and other indirect costs.

Measure D: 5-Year Plan (FY20/21-FY24/25)

Project name:

Location:

Description:

Purpose/Need/Benefits:

Community Bridges - Lift Line Vehicle and Equipment Acquisition	
N/A	
Lift Line Paratransit Vehicles & Equipment	
<p>Fund reserves that can be used vehicle procurement projects, including fleet vehicles that cannot be funded through 5310, replace ageing and or worn shop equipment, improvements and or upgrades to maintenance/operations facility. Provide project matchign funds to leverage state funding.</p> <p>1) LCTOP Electric vehicle and 2 level III charging stations, CTSA to experiment going green, alternative fuels, environmentally friendly vehicle program.</p> <p>2) Vehicle Reserve Fund for additional grant funded matching funds.</p> <p>3) Replace old and worn shop equipment such as vehicle hoist, rolling bridge jacks, tire mounting equipment. (Shop equipment is no longer funded through 5310).</p> <p>4) <i>Maintenance of current leased facility, with improvements such as install better lighting, new hot water heater, fix leaking roof, and make upgrades to building, bathrooms and offices.</i></p>	

Schedule (estimated)

Total Cost by Phase

Measure D Funds

Matching Funds

LCTOP	Equipment Reserve		Total
2020-2021	2020-2025		
\$ 217,485			\$ 217,485
\$ 15,000	\$ 60,000		\$ 75,000
10 pass E-bus, 2 lvl III chargers	Future projects and matching funds		

Measure D: 5-Year Plan (FY20/21-FY24/25)

Project name:

Location:

Description:

**Purpose/Need/
Benefits:**

Community Bridges - Lift Line Operations Facility
Watsonville
Lift Line Administrative offices, maintenance facility,fleet parking
<p>Purchase of property and renovation of a operations facility housing the entire CTSA Lift Line operations in one location. We had originally planned on purchasing land after year 5 and building out a new facility. In June of 2019 Lift Line purchased a suitable \$3M property at 545 Ohlone Pkwy, Watsonville CA, with an estimated additional \$1.8M of renovations and other expenses. Measure D facility reserve funds were used for a \$500K down payment and closing costs, financing \$2.5M. In June of 2020, Measure D funds were used to make a \$200K principal payment on a 5-year \$1M owner carry note, and are being utilized in the renovation costs and other associated expenses. If funding returns to pre COVID-19 levels, and the budget allows, the plan is continue to pay \$200K for four more years to pay the owner carry note, with a remaining \$1.5M financed.</p> <p>New Facility to include the following but not limited to;</p> <ol style="list-style-type: none"> 1) Operational offices 2) Dispatch & Intake station 3) Driver holding area (extra board) and lockers. 4) Breakroom 5) Maintenance shop 6) Proper Vehicle Hoists (Large Bus & Mini Vans) 7) Electric Charging / Fuel Station (time and money) 8) Wash Station 9) Shop Ventilation System 10) Hazardous Waste storage 11) Solar Bus Ports

Schedule

Total Cost by Phase

Measure D Funds

Capital Campaign/
Donations

Commercial
Loan/Financing

Envir. Review	Design	Acquisition	Renovation	Contingency/ Fees	Total
2019-2021	2019-2021	2019-2020	2019-2025	2020-2025	
\$ 124,297	\$ 202,903	\$ 3,099,532	\$ 1,500,000	\$ 272,250	\$ 5,198,982
\$ 124,297	\$ 202,903	\$ 799,532	\$ 2,682,729		\$ 3,809,461
			\$ 142,431	\$ 272,250	\$ 414,681
		\$ 2,300,000			\$ 2,300,000

Other Info:

Personnel/Consultants:

Personnel	76,810
Legal	7,500
Bidding Expense	6,500

Pre-Development:

Architecture Design	202,903
Survey / Engineering	43,200
Permits, Inspections and Fees	16,524

Acquisition:

Purchase of Property w/closing costs	3,099,532
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Construction/Renovation:

Construction / Renovation	1,500,000
Permits, Inspections and Fees	64,573
Equipment / Furnishings	75,000
Contingency / Utility Fees	106,440

Total Preliminary Cost	5,198,982
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PROJECT FACT SHEET

Updated July 2020

Active Transportation: Coastal Rail Trail Segment 5

Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

*** Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL is scheduled to complete the federal environmental document in 2020, with final design expected in 2021. Preconstruction activities will be complete in Spring 2021 and the project is scheduled to go to construction in 2021 pending funding availability.



Active Transportation: Coastal Rail Trail Segment 5

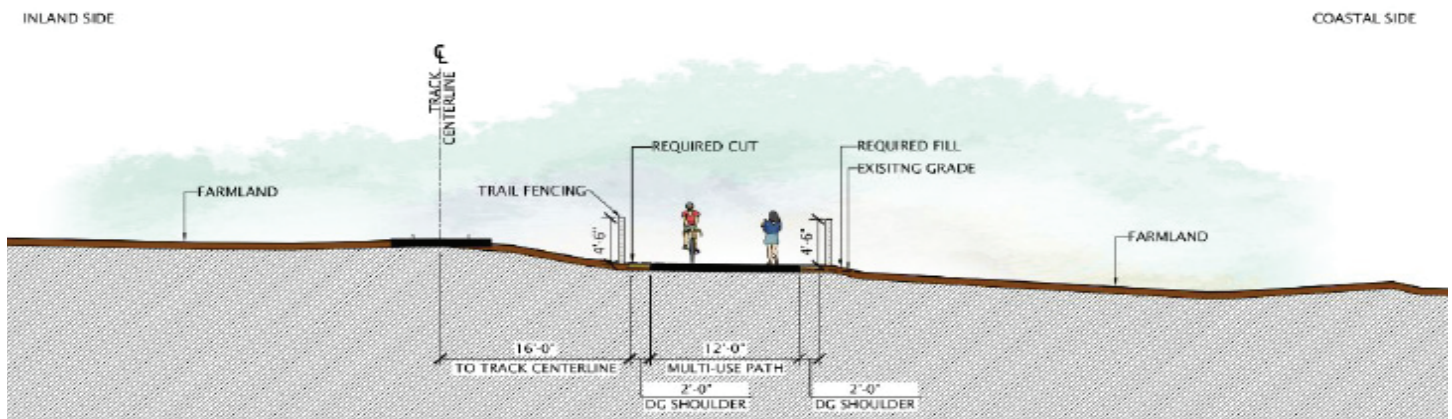
Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/ Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan. The RTC has dedicated funding for the Davenport crosswalk, which can be separated and advanced early, once Caltrans approvals are received.

Total Programming

Estimated Total Cost	\$22M
Funding Sources	
Measure D (Active Transportation)	\$6M
Other Secured*	\$11M
Need	\$5M

*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.





PROJECT FACT SHEET

Updated July 2020

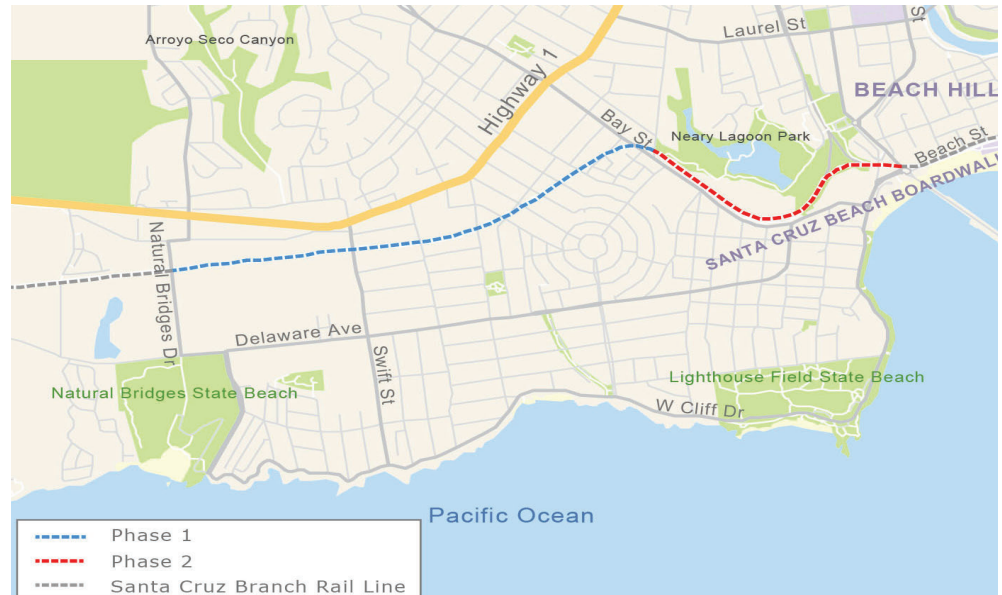
Active Transportation: Coastal Rail Trail Segment 7

Project Description

The Coastal Rail Trail Segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.1 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that parallels the entire coastline of Santa Cruz County.

The Segment 7 project is at the epicenter of several existing trail networks such as Younger Lagoon Reserve and Antonelli Pond Park, and will also provide connections to Natural Bridges State Beach, the West Cliff Drive bike/pedestrian path, and the Wilder Ranch path.



Project Highlights

- Provides a low stress, off-street dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within 1 mile of the corridor, where 9 schools and 28 parks are located
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bikeway
- Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase I, from Natural Bridges to Bay/California, is fully funded. Phase II requires additional funds for construction. The City is targeting California Department of Parks and Recreation Proposition 68, SB1-Active Transportation Program, and federal grant opportunities to fully fund the construction of Phase II.



Active Transportation: Coastal Rail Trail Segment 7

Total Programming (in thousands)

Estimated Total Cost	\$19,808
Funding Sources	
Measure D (Active Transportation)	\$2,100
Other Secured*	\$7,369
Need	\$10,339

*Includes Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, Measure D - Local (City of Santa Cruz), City of Santa Cruz, and STIP funds.

Project Status/ Schedule

Phase I is under construction and expected to be completed in late summer 2020. Phase II is environmentally cleared and design is complete. Once funding and a minor section of right-of-way is acquired, Phase II can go to construction.



Preliminary Project Rendering



PROJECT FACT SHEET

Updated July 2020

Active Transportation: Coastal Rail Trail Segments 8 & 9

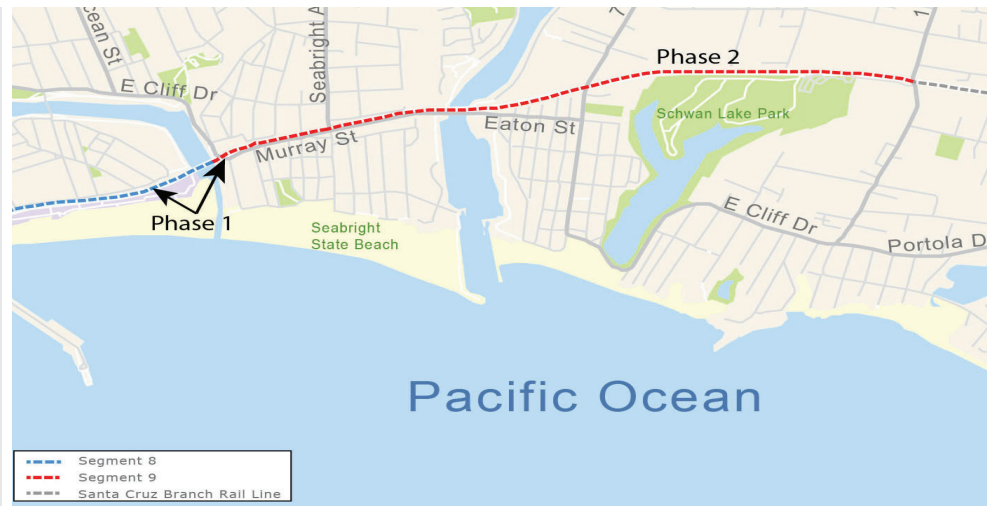
Project Description

The Coastal Rail Trail Segments 8 and 9 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) includes 2.5 miles of the MBSST's rail trail spine between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County. The existing facility is along the publicly-owned railroad right-of-way.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in May 2019.

Segments 8 and 9 are particularly challenging due to three new bridges and four at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) funds for pre-construction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project as is \$1.5M from the non-profit Land Trust of Santa Cruz County.



Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- Includes a new bicycle and pedestrian bridge at Rodeo Gulch
- Includes 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10' multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle
- Extends through the Seabright neighborhood to Live Oak
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 8 in stages due to funding availability. The City fully funded the multi-use path across the San Lorenzo River with an innovative approach, cantilevering off the existing rail trestle with a system that used lightweight decking. The City is funding the remaining pre-construction work with grants from the Land Trust and the state's Active Transportation Program. The City is targeting SB1-Active Transportation Program and federal grant opportunities to fully fund the construction of Phase II.



Active Transportation: Coastal Rail Trail Segments 8 & 9

Total Programming (in thousands)

Estimated Total Cost	\$	34,634
Funding Sources		
Measure D (Active Transportation)	\$	2,000
Other Secured*	\$	6,369
Need	\$	26,265

*Includes Measure D - Local (City of Santa Cruz), NRA, TDA, ATP, and Land Trust funds.

Project Status/Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. The City expects to complete the environmental, design, and right-of-way work by 2022. Construction is dependent on acquiring additional funding.



Preliminary project rendering



PROJECT FACT SHEET

Updated July 2020

Active Transportation: Coastal Rail Trail Segments 10 & 11

Project Description

The Coastal Rail Trail Segments 10 and 12 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Includes seven new bicycle and pedestrian bridges
- ▶ Over 49,000 residents live within one mile of the corridor
- ▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
- ▶ Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy

The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with \$4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle will be studied separately after the Alternatives Analysis for transit in the rail right-of-way. The City of Capitola is leading the delivery of a small section of the trail from City Hall to Monterey Avenue.



Active Transportation: Coastal Rail Trail Segments 10 & 11

Total Programming (in thousands)

Estimated Total Cost	\$	66M
Funding Sources		
Measure D (Active Transportation)	\$	4M
Other Secured	\$	0
Need	\$	62M



Project Status/Schedule

The project, with the exception of the Capitola trestle, is in the environmental phase, which is expected to be completed in 2020 to early 2021. The final design phase is expected to begin in fall 2021 to late 2022. The project is expected to go to construction in 2024 pending funding availability.





PROJECT FACT SHEET

Updated July 2020

Active Transportation: Coastal Rail Trail Segment 18

Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST's rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County.



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- ▶ 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- ▶ Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- ▶ Over 22,000 residents live within one mile of the trail
- ▶ 12 schools and 12 parks are within one mile of the trail
- ▶ Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase I, from Ohlone Parkway to a Watsonville Trail Network trailhead, is fully funded. Phase II requires additional funds for construction. The City is targeting SB1-Active Transportation and federal grant opportunities to fully fund the construction of Phase II.



Active Transportation: Coastal Rail Trail Segment 18

Total Programming (in thousands)

Estimated Total Cost	\$9,306
Funding Sources	
Measure D (Neighborhood & Active Transportation)	\$4,010
Other Secured*	\$2,906
Need	\$2,390

*Includes ATP, County, FORT, Land Trust, City of Watsonville, RTC and STIP funds

Project Status/Schedule

The environmental phase was completed in 2015. Phase I is expected to be open in fall 2020. Phase II is in the final design phase, which is expected to be completed in 2021. Phase II is expected to go to construction in 2021, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.



Preliminary project rendering



PROJECT FACT SHEET

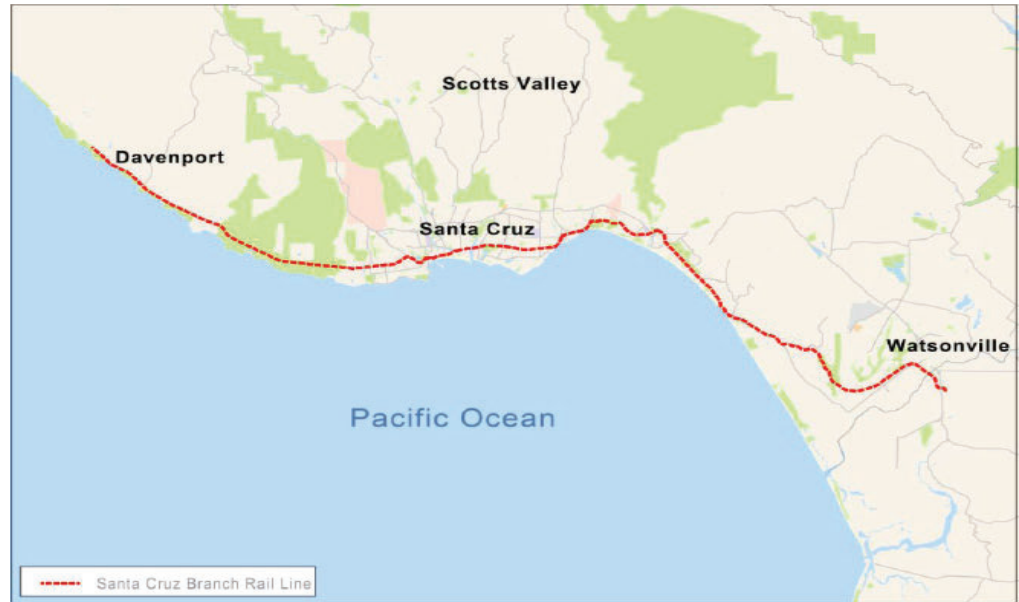
Updated December 2019

Active Transportation: RTC PM and Maintenance

Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In 2013, the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network Master Plan and certified a programmatic Environmental Impact Report. The Coastal Rail Trail, serving as the system's spine, is a result of a 20-year effort to purchase the SCBRL, which was first established in 1876. On October 12, 2012, the RTC successfully closed escrow, placing title of the branch line into public ownership with the commitment of facilitating passenger and freight service, as well as creating a multi-use bicycle and pedestrian trail.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.



RTC Project Management and Maintenance

The RTC is responsible for managing the overall development of the Coastal Rail Trail corridor, including oversight, technical assistance, and implementing some of the project development work for segments of the trail.

The RTC is also responsible for maintaining the portion of the right-of-way outside of the railroad easement. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement.

It is important to maintain the corridor in order to:

- ▶ Retain the integrity of the land to support future increased transportation use
- ▶ Support existing storm water drainage systems that flow along and across the corridor
- ▶ Limit impacts to adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. Regular inspections and repair or cleanup work within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad right-of-way must account for federal railroad law and oversee various activities, such as access for utility companies or local government jurisdictions.



Active Transportation: RTC PM and Maintenance

Program Highlights

Maintenance

- ▶ Semiannual inspections of full corridor
- ▶ Track and process individual requests from neighbors or local jurisdictions for maintenance
- ▶ Future trail maintenance agreements for constructed segments
- ▶ Annual clearing of drainage facilities and grass mowing
- ▶ Removal of encampments, trash, or problem trees as needed
- ▶ Other vegetation control as needed

Other Property Management

- ▶ Management of utility crossings and leases
- ▶ Processing of right-of-entry agreements
- ▶ Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent property owners
- ▶ Trail Segment Maintenance



Total Programming (in thousands)

Funding Sources	
Measure D	~\$1.25M/year





PROJECT FACT SHEET

Updated July 2020

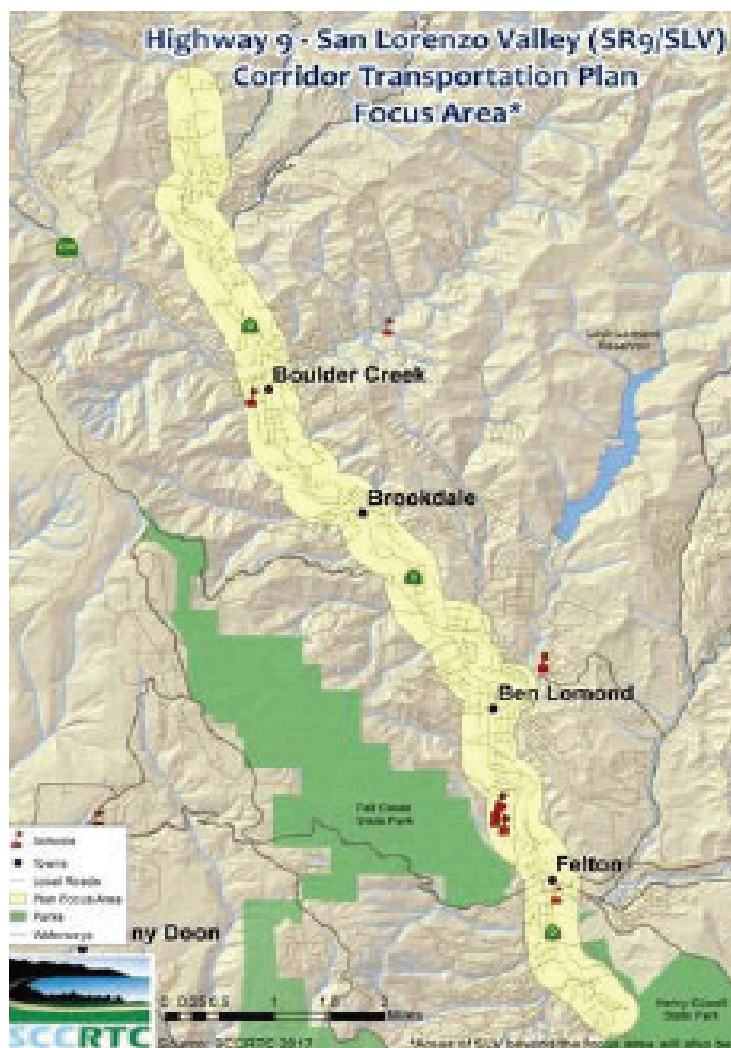
Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

Project Description

Highway 9 serves as the “Main Street” and economic corridor for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV. Since Measure D, state, federal, and other local revenues are limited, a first step in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan. Building on past public input and planning activities, the plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.



Total Programming (in thousands)

Total Funding Secured	\$	10,821
Funding Sources		
Measure D (Neighborhood)	\$	10,000
Other*	\$	821

*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.



Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

Priority Projects

The Highway 9 Corridor Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to SLV schools and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Corridor-wide roadway maintenance, storm damage repairs, and emergency preparedness; pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.

Project Delivery Strategy

The RTC, Caltrans, and the County of Santa Cruz are working together to deliver components of the various complete streets projects. Caltrans has agreed to construct the crosswalk improvements that were awarded Highway Safety Improvement Program (HSIP) funds by the end of 2020. The RTC is working with Caltrans on two Program Initiation Documents (PIDS). The first PID was funded by Caltrans and focused on improving safety for pedestrians and cyclists in the segment of Hwy 9 between Kirby Street and the three-school campus in Felton. It was completed in spring 2020 and the project is now moving into the Project Approval & Environmental Documentation (PA&ED) phase. The second PID is funded by Measure D and covers the remaining projects in the Complete Streets Plan. Once the complete streets PID is complete in 2021, the RTC plans to use Measure D funds to leverage state and federal grants to fund construction of additional improvements. Caltrans and RTC are also currently collaborating on incorporating complete streets elements identified in the Plan into other Caltrans-led PIDs in the San Lorenzo Valley.





PROJECT FACT SHEET

Updated July 2020

Neighborhood Projects: Highway 17 Wildlife Crossing

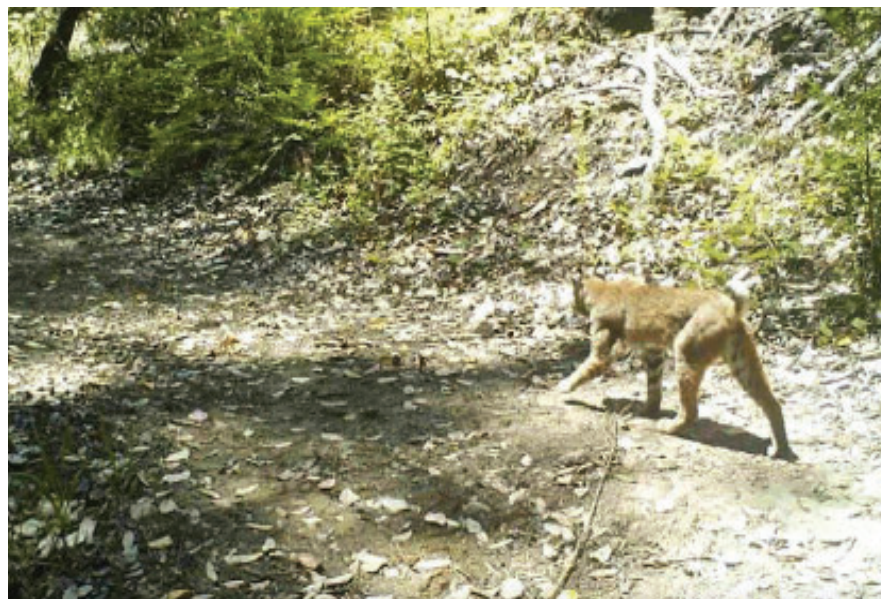
Project Description

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats, and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.



Project Highlights

- ▶ Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- ▶ Bridges two core wildlife habitat areas on each side of Highway 17
- ▶ Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

Project Delivery Strategy

Caltrans is leading the project delivery. The pre-construction phases are funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC plans to administer an inter-program loan between the Highway Corridor investment category and Wildlife Crossing project to ensure enough Measure D funds are available for this project to start construction in 2021.



Neighborhood Projects: Highway 17 Wildlife Crossing

Total Programming (in thousands)

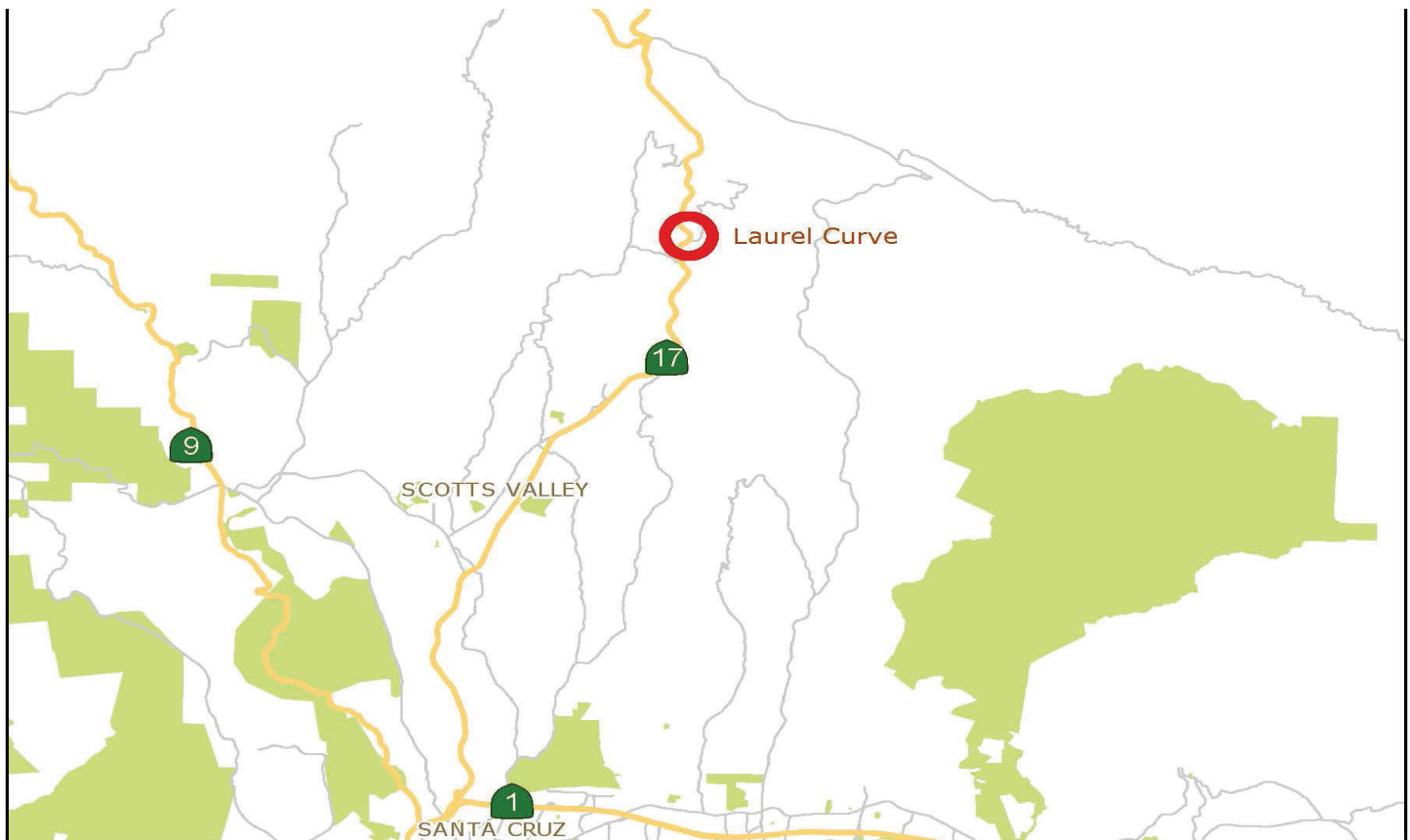
Estimated Total Cost	\$12,474
Funding Sources	
Measure D (Neighborhood)*	\$5,000
Other Secured**	\$7,437

Project Status/Schedule

This project has completed the environmental phase. The final design phase began in 2018 and is expected to be completed in 2020. Construction is expected to begin in 2021.

*Includes loan payments (principal and interest)

**Includes Land Trust and SHOPP funds.



Funding Partners





PROJECT FACT SHEET

Updated July 2020

Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

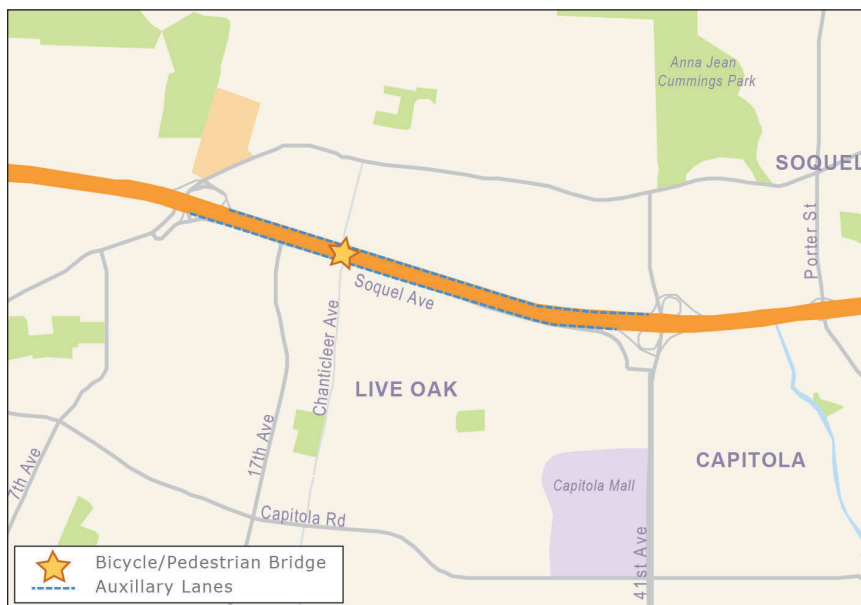
Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements 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-foot wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



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
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction ready in early 2021, pending availability of funds

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. This project has environmental clearance and is currently competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.



PROJECT FACT SHEET

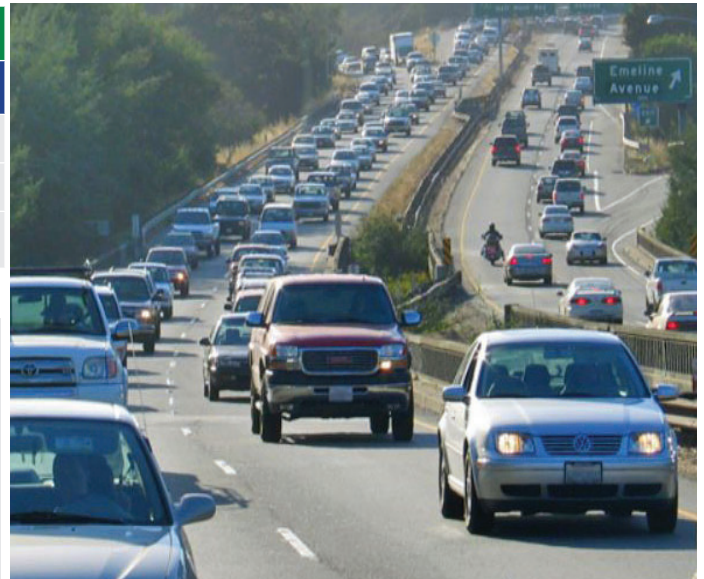
Updated July 2020

Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

Project Funding (in thousands)

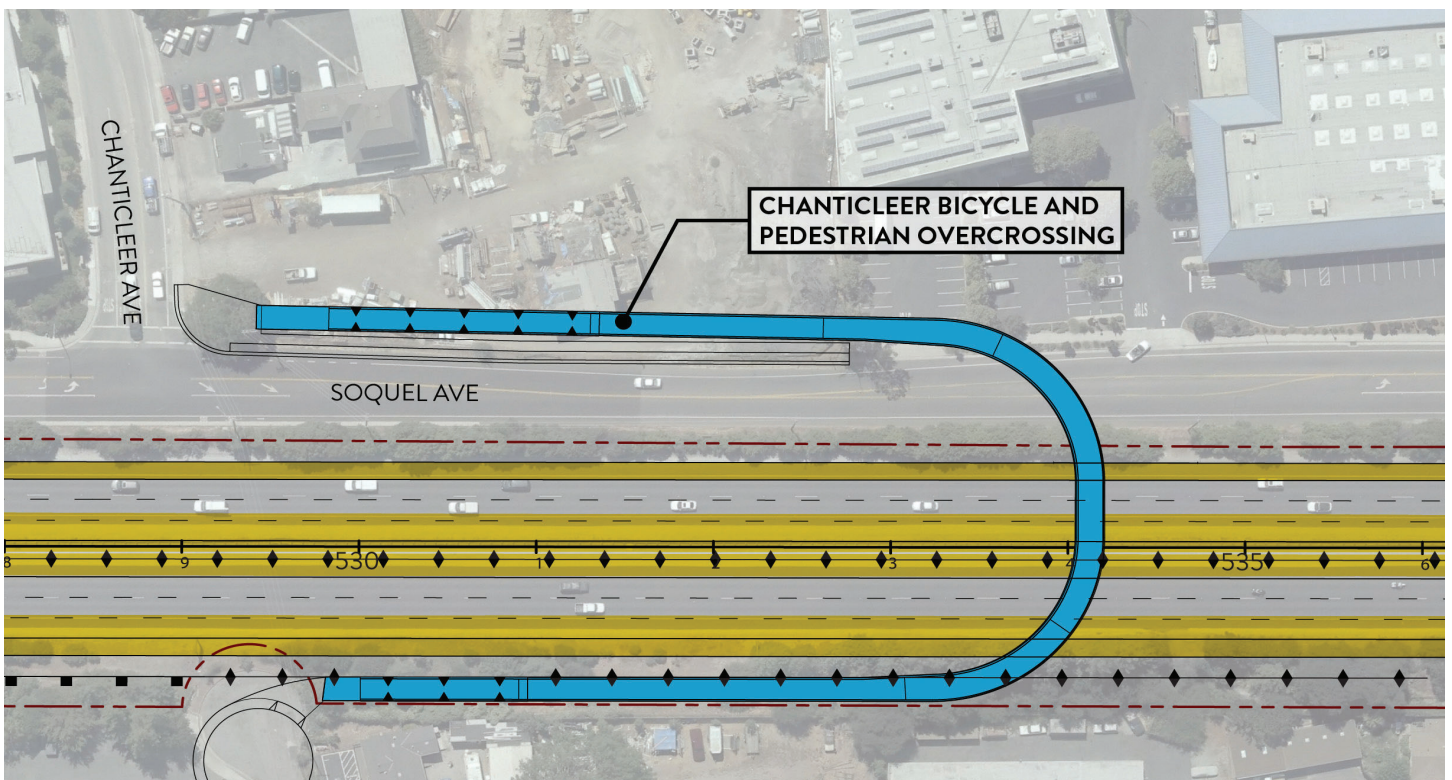
Estimated Project Cost	\$	37, 828
Funding Sources		
Measure D (Highway)	\$	1,976
Other Secured*	\$	10,469
Needed	\$	25,383

*Includes STIP and HIP funds.



Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is currently underway and is expected to be completed in 2020. The project is expected to go to construction in 2021.





PROJECT FACT SHEET

Updated July 2020

Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements 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.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- ▶ Connects neighborhoods, schools, parks/beaches and commercial centers

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. Environmental clearance is expected to be obtained by 2021. The project is also competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.



PROJECT FACT SHEET

Updated July 2020

Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

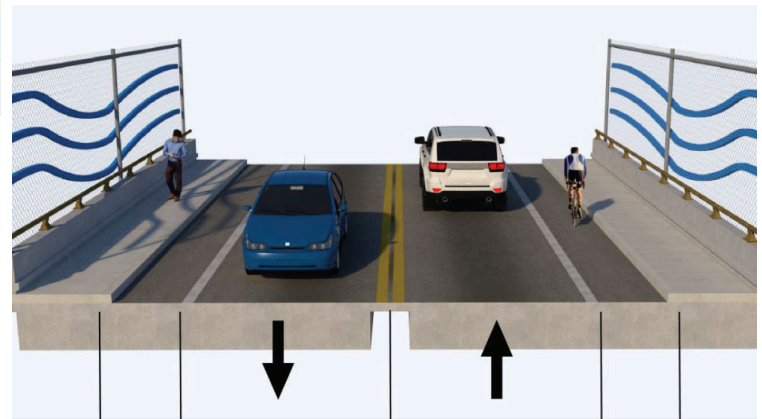
Project Funding (in thousands)

Estimated Total Cost	\$ 88,955
Funding Sources	
Measure D (Highway)	\$ 15,983
Other Secured*	\$ 5,741
Need	\$ 67,231

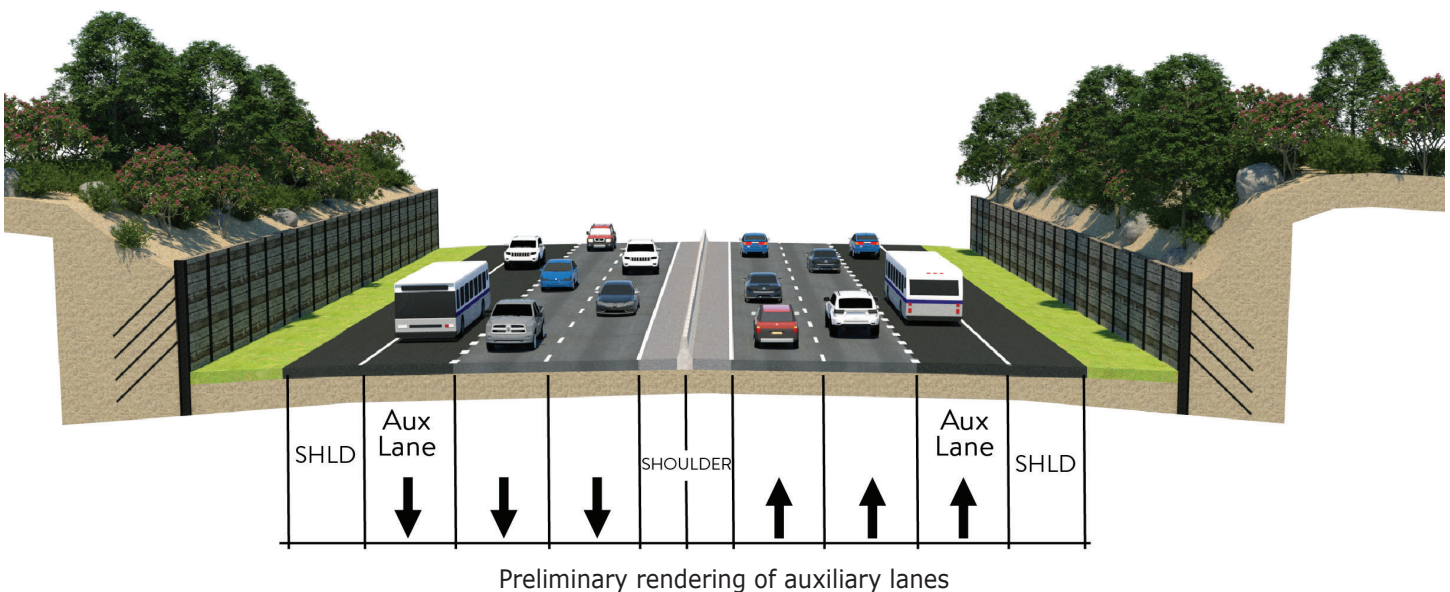
*Includes STIP funds.

Project Status/Schedule

The project is in the environmental phase, which is expected to be completed in 2021. Final design is expected to begin in 2020 and be completed by 2022. The project is expected to go to construction in 2022.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



PROJECT FACT SHEET

Updated July 2020

Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

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.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard. The Santa Cruz Branch Rail Line corridor is an active freight line and is owned by the RTC.



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- ▶ Accommodates future high-capacity public transit on the new railroad bridges
- ▶ Multimodal options to increase corridor throughput
- ▶ Improves active transportation connectivity

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. By obtaining environmental clearance by early 2022, this project can compete for cycle 3 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.



PROJECT FACT SHEET

Updated July 2020

Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

Project Funding (in thousands)

Estimated Total Cost	\$	101,414
Funding Sources		
Measure D (Highway)	\$	14,514
Other Secured	\$	0
Needed	\$	86,900



Project Status/Schedule

The environmental phase of this project is expected to begin in 2020 and be completed in 2021. The design phase is expected to begin in 2021. The project is expected to go to construction in 2024 pending availability of funding.



Preliminary rendering of new railroad bridge



PROJECT FACT SHEET

Updated July 2020

Highway Corridors: Cruz511

Program Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county, including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on travel speeds, incident details, and lane closures on county roads and state highways. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In 2019, Cruz511 partnered with RideAmigos to launch MyCruz511, a commuter engagement and incentives hub for changing the way people commute to reduce traffic and pollution. The platform offers end-users a commuter dashboard, unified trip planner, workplace challenges, and gamification for sustainable commuting.

The MyCruz511 platform now open to all users! Register or login at my.cruz511.org. Use the trip planner to discover commute options. Log your commute trips for a chance to win prizes.



Program Highlights

- ▶ Provides sustainable commute choices to residents through coordination with major employers in the county
- ▶ Hosts an online and mobile platform to make sustainable commute choices easier for all people to access
- ▶ Coordinates with Metro to promote and encourage transit usage
- ▶ Provides education and informational messaging regarding safety and mobility options to the public

Total Programming (in thousands)

Total Funding	\$ 2,295
Funding Sources	
Measure D (Highway)	\$ 1,300
Other Sources**	\$ 995

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest



PROJECT FACT SHEET

Updated July 2020

Highway Corridors: Safe on 17

Program Description

The Highway 17 corridor was identified as a high-collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county, and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning, and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



Program Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave., San Jose, CA
3rd Wednesday in September	RTC office	1523 Pacific Ave., Santa Cruz, CA



Highway Corridors: Safe on 17

Total Programming (in thousands)*

Total Funding	\$	975
Funding Sources		
Measure D (Highway)	\$	275
Other Secured**	\$	700

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes MTC-SAFE and DMV-SAFE funds.





PROJECT FACT SHEET

Updated July 2020

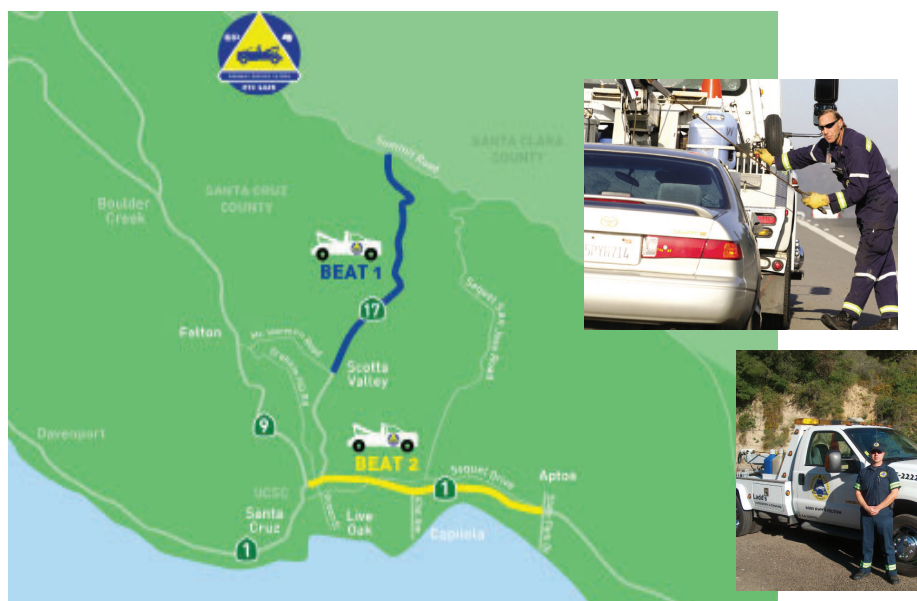
Highway Corridors: Freeway Service Patrol

Program Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to motorists. They reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.



Program Highlights

- ▶ Reduces the number of traffic jams by quickly clearing accidents, debris, and other incidents
- ▶ Lessens the chain of further accidents and bottlenecks caused by passing drivers
- ▶ Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- ▶ Helps stranded motorists

Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
Hwy 1	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service*	
Hwy 17	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

*Special weekend service is provided during Spring Break and Summer.



PROJECT FACT SHEET

Updated December 2019

Rail Corridor: Infrastructure Preservation

Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017, severe winter storms damaged the line at several locations. The RTC is working on securing necessary permits for the repairs and expects construction to occur over two seasons. Phase I will start in 2020 and Phase II on the North Coast will start in 2021, as permits are received.



Program Highlights

Rail Preservation Efforts:

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed

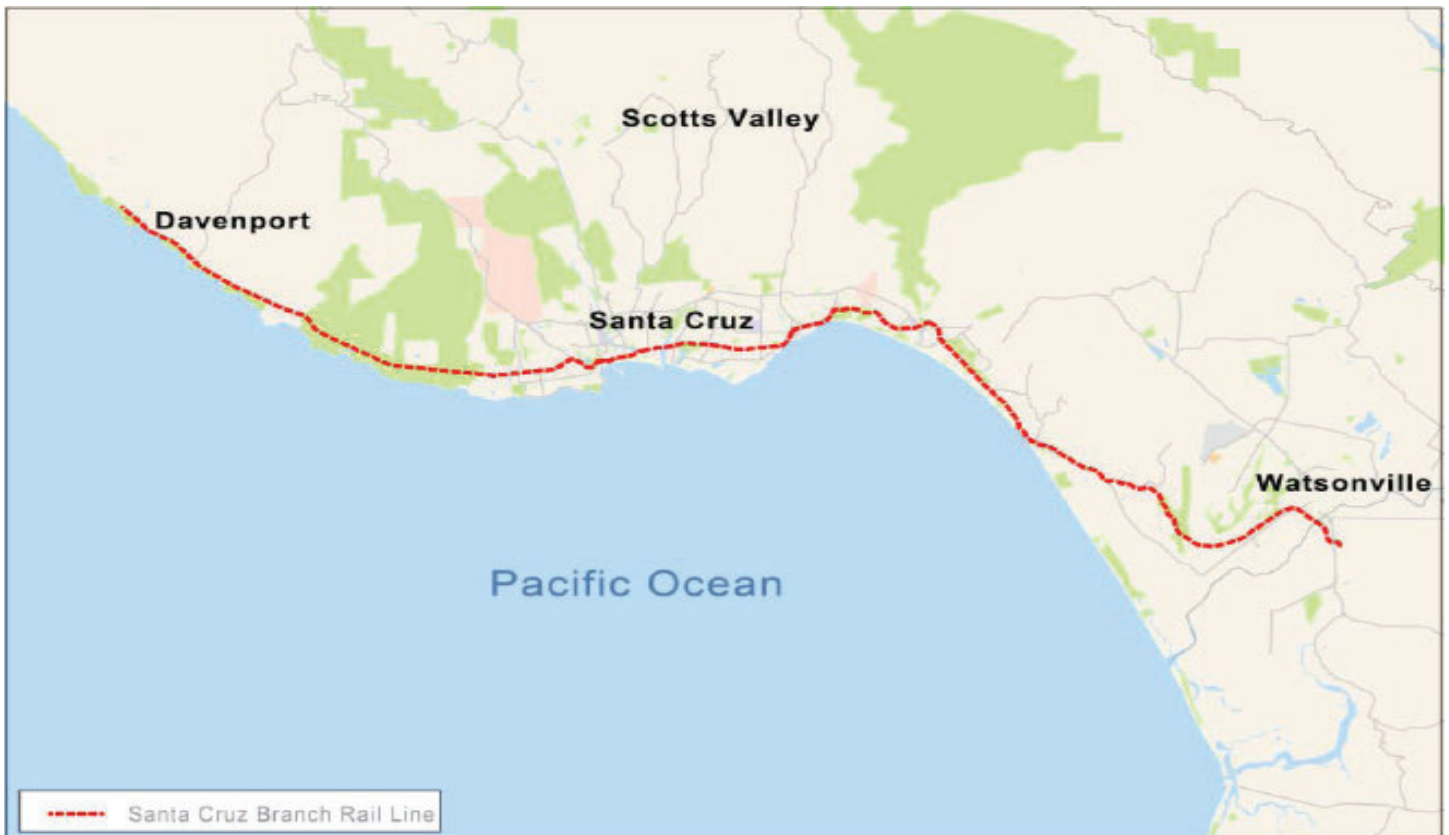
Total Programming (in thousands)

Total Funding Secured	\$	7,955
Funding Sources		
Measure D (Rail)	\$	5,089
Other Sources*	\$	2,866

*Includes RSTPX and FEMA funds.



Rail Corridor: Infrastructure Preservation





PROJECT FACT SHEET

Updated December 2019

Rail Corridor: Analysis of Options

Program Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC completed acquisition of this 135-year-old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines at Pajaro Station. This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations. Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Big Trees Railroad currently operates recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate recreational rail service in the future.

Future uses may include the following:

- High-capacity public transit
- Freight rail service
- Recreational passenger rail service
- Bicycle & pedestrian trail

Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the county, including the Santa Cruz Branch Rail Line Right-of-Way. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County. In January 2019, the RTC accepted the Final UCS which includes protecting the rail corridor for high-capacity public transit and collaborating with Santa Cruz METRO to consider transit options along the rail right-of-way.



Total Programming

Total Funding Secured	\$1M
Funding Sources	
Measure D (Rail)	\$1M
Other Secured*	\$387

*Includes FTA 5304-Sustainable Community Planning Grant, and State Highway Account Grant (Caltrans) funds.



Rail Corridor: Analysis of Options

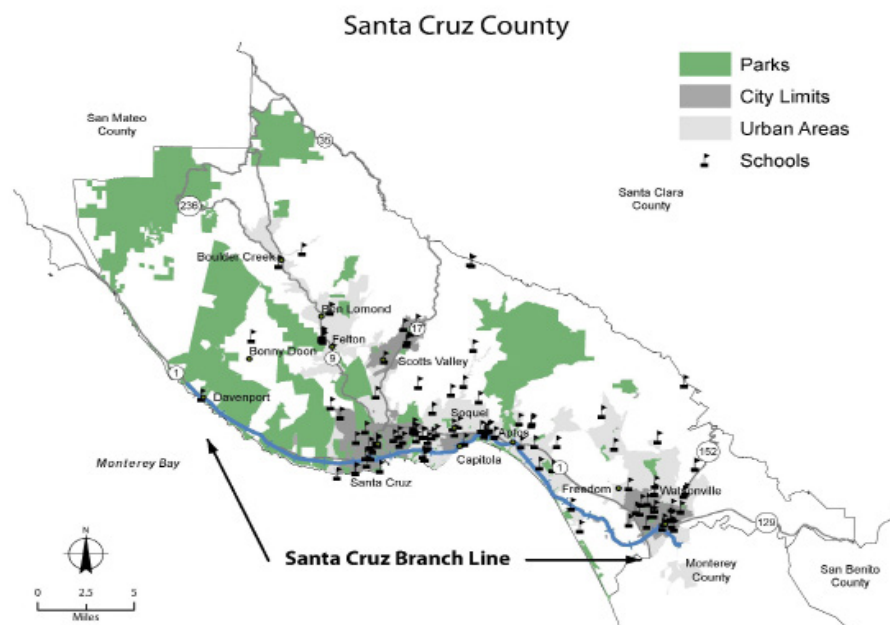
Alternatives Analysis

The outcome from the 2019 Unified Corridor Investment Study was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail and to work with Santa Cruz METRO to perform an Alternatives Analysis. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way between Pajaro Station and Shaffer Road as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail. The transit network along the SCBRL will link to proposed future interregional connections to the Bay Area, Monterey, Gilroy, and beyond. A performance-based planning approach based on a triple bottom line sustainability framework (balancing environmental, economic, and equitable factors) will be employed to compare transit alternatives and define a viable project that will deliver the greatest benefit to Santa Cruz County residents, businesses, and visitors. The Alternatives Analysis is expected to be completed in January 2021. The final deliverable from the Alternatives Analysis is a business plan for implementing public transit on the rail right-of-way.

Next Steps

The next steps will be an analysis of the rail trestle crossing in Capitola and future environmental analysis of transit on the rail corridor. The RTC will likely need to secure additional grant funds for feasibility and environmental work, depending on the final scope of the proposed project.

ALTERNATIVES ANALYSIS SCHEDULE	
Consultant Contract Finalized	November 2019
Outreach Plan	December 2019
Goals & Performance Measures	February 2020
Input on Alternatives	January 2020
Draft Results	September 2020
Final Alternatives Analysis Report	January 2021



AGENDA: August 11, 2020

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

FROM: Amy Naranjo, Transportation Planner

RE: Project List for 2045 Transportation Plans

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC):

1. Review and provide input on the preliminary draft project list ([Attachment 1](#)) for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy.
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BACKGROUND

As the transportation planning agency 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 RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. The RTP is the state-mandated long range/20+ year transportation plan and the MTP is the federally-mandated long range transportation plan. To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG to develop components that can be used for both transportation plans. The RTP and MTP include goals, targets and policies that are used to prioritize projects for funding (Policy Element); identify the area's transportation needs (Action Element); and estimate the amount of state, federal, and local funds that may be available (Financial Element). Projects are required to be included in an RTP and/or MTP to receive certain transportation funds. The last updates of the RTP and MTP were completed in 2018.

DISCUSSION

The Action Element component of the RTP and MTP includes a list of transportation needs in the region through 2045. Over the past several months RTC committees, members of the public and project sponsors have identified projects to be considered for the RTP/MTP draft project list.

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) may wish to focus on projects listed under Santa Cruz METRO and Consolidated Transportation Services Agency (CTSA) and projects with a significant portion of the

funding for pedestrian or transit. Notably many pedestrian facilities, including access ramps, have been grouped together or are components of larger projects.

RTC staff requests that the committee review the preliminary draft project list (Attachment 1) and identify any additional projects or gaps in the transportation system that should be considered for the 2045 RTP.

NEXT STEPS

Once the full list of transportation needs for Santa Cruz County is developed, the project list will undergo various levels of review and analysis, which will ultimately determine which projects are put on the “constrained” list (projects that could be implemented within foreseeable revenues through 2045) or “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated). These reviews include:

1. STARS Analysis: Evaluation of how well projects will advance the goals of the 2045 RTP;
2. Complete Streets Assessment: Analysis to ensure project list addresses “complete streets” needs for Sustainable Communities Strategy (SCS);
3. Sustainable Communities Strategy/Greenhouse Gas Target Achievement Analysis of land use and transportation scenarios;
4. Financial constraint analysis identifying what year projects could realistically be implemented, consistent with annual revenue projections;
5. Program-level environmental review;
6. Public review of the draft RTP/MTP and Draft EIR and board adoption of documents.

Once separated into constrained and unconstrained, the project list will be brought back to the RTC, project sponsors, Advisory Committees and the public for review.

SUMMARY

RTC staff is in the process of developing the complete list of transportation needs for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan. These plans are long range transportation plans with a horizon year of 2045 and are scheduled for approval in 2022. Staff recommends that committee members provide input on the preliminary draft project list at this meeting.

Attachments:

1. Preliminary Draft 2045 RTP/MTP-SCS Project List

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AGENDA: August 11, 2020

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Tommy Travers, Transportation Planner
The information provided was primarily prepared by Caltrans for your review

RE: Caltrans District 5 Active Transportation Plan

RECOMMENDATIONS

Staff recommends that the committee receive information about the Caltrans District 5 Active Transportation Plan and provide input during a discussion session with Caltrans District 5 staff.

BACKGROUND

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation Plan. Caltrans District 5 includes the Counties of Santa Barbara, San Benito, Monterey, San Luis Obispo and Santa Cruz. Work on the AT Plan started in early 2019, and the Plan is expected to be completed in the late Fall of 2020. The plan will identify bicycle and pedestrian needs and improvements on, across and parallel to, the State Transportation System. Toole Design Group, the consulting team, developed an overarching statewide data framework and methodology for using the active transportation data.

DISCUSSION

Currently, Caltrans staff are meeting with local agencies and organizations to provide an update on the AT Plan development and discuss opportunities to build and expand partnerships with local agencies, community organizations, and other stakeholders.

1. Update on the Caltrans District 5 AT Plan project timeline, and tasks completed, and plan components in development.
 - a. Existing conditions of the bicycle and pedestrian facilities on, across and parallel to the State Highway System.
 - b. Gaps and Barriers in the pedestrian and bicycle network
 - c. Community Engagement efforts
 - d. Incorporation of local plans and mapping data.

“Partnership” is one of the 6 goals of the plan, and is defined as “*Strengthen partnerships with state, local and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.*” Caltrans staff are requesting input from the TAC to discuss strategies and opportunities to improve and strengthen partnerships between agencies and organizations in Santa Cruz County.

SUMMARY

Staff recommends that all members Elderly & Disabled Transportation Advisory Committee participate in the discussion and provide input for the Caltrans District 5 Active Transportation Plan.

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AGENDA: August 11, 2020

TO: SCCRTC Elderly & Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner, Pedestrian Projects Ad-hoc Subcommittee

RE: Pedestrian Projects Ad-Hoc Subcommittee Safe Intersection Design Presentation

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee approve the Pedestrian Projects Ad-hoc Subcommittee Safe Intersection Design Presentation to present to the Interagency Technical Advisory Committee (ITAC).

BACKGROUND

The Pedestrian Projects Ad-hoc Subcommittee met over several months, identifying good and bad examples of intersections as they relate to pedestrian access and mobility. The Ad-hoc Subcommittee members assembled pictures and videos illustrating many of the highlighted pedestrian issues featured in a presentation. The goal of this presentation is to start a dialog to establish possible routine collaboration in the future leading to the inclusion of all stakeholders in the early design and planning phases for intersection modification. This will lead to safer intersections for pedestrians at a reduced cost for the jurisdiction.

DISCUSSION

The Pedestrian Projects Ad-hoc Subcommittee would like to engage in a dialog with the Interagency Technical Advisory Committee on behalf of the E&D TAC, intending to create early and inclusive interactions with pedestrians in order to anticipate challenges and other safety concerns before projects are designed and built. The Interagency Technical Advisory Committee (ITAC) reviews and provides technical advice on transportation projects and programs in the region; coordinates and provides recommendations to the RTC on the use of transportation funds; and serves as a forum for sharing information on transportation projects and federal and state requirements for project implementation. In the process of identifying some of the main issues pedestrians face and finding examples of each, the ad-hoc subcommittee created a set of questions for ITAC members. These questions address both the reaction to, and future prevention of many of the identified challenges.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee recommend approval of the Pedestrian Projects Ad-hoc Subcommittee to present to the Interagency Technical Advisory Committee on Safe Pedestrian Intersection Design.

SUMMARY

A vote of approval from the general membership of the E&D TAC is required for the Pedestrian Projects Ad-Hoc Subcommittee to proceed to present to the Interagency Technical Advisory Committee. Further guidance from the E&D TAC is also welcomed and encouraged.

Attachments:

1. Intersection Designs That Challenge Pedestrians – Examples Good and Bad, and How to Make Things Better

Attachment 1

Intersection Designs That Challenge Pedestrians Examples Good and Bad, and How to Make Things Better

Pedestrian Projects Ad Hoc Subcommittee

June 25, 2020

1. Curb cuts, Placement and Design

- A. High sides, narrow cut, Poor drainage. Examples: SC: Laurel/Felix.
- B. Wide rounded flat single cut, wide area of truncated domes, leads to potential unsafe diagonal crossings. Examples: WV: Main/Second; SC: King/Bay.

2. Signalization and beacon usage. Location and standardization of buttons, length of walk phase, installation and maintenance, count-down timers, length of lead pedestrian interval.

- A. Accessible count-down timers and locator tones hard to hear. Examples: WV: Main/Second; SC (CT): Mission/Younglove/Almar.
- B. Button location hard to access. Examples: SC (CT): Mission/Walnut: Walk light buttons way down the block;
- C. Length of walk phase too short. Examples: SC: River/North Pacific: too short when crossing River.
- D. Pressing walk light button does not provide haptic feedback. (Button does not move)
Examples: SC (CT): All signalized intersections along Mission from King to Miramar.
- E. Length of walk phase good. Example: SV: Mt. Herman/Scotts Valley DR.
- F. Good accessible signal volume. Examples: SC: Front/Cooper.
- G. Good accessible pedestrian beacon. Examples: SC: Mission/Olive: good locator tone, nice braille on panel.
- H. Good count-down timer. Examples: WV: Second/Main, volume could be louder; SC(CT): Laurel/Mission

3. Messaging/signage: Temporary pedestrian detours, temporary "no right on red", accessible identification of preferred pedestrian crossings Example: SC: Pacific/Church, crossing Pacific.

4. Islands, bulb-outs and curb extensions: use of truncated domes, Accessible identification of bulb-out, locating pedestrian islands

- A. Bulb-out hard to recognize, leading to potentially dangerous turns, lip along sides is tripping hazard. Examples: SC: Laurel/King
- B. Pedestrian island impossible to identify and locate. Examples: SC: Water/Ocean
- C. Traffic calming features forcing pedestrians to walk closer to vehicles. Example: SC: Seaside/Acadia

5. Right turn lanes- Create safe pedestrian crossings, limited temporarily or at regular intervals.

- A. Very broad right turn lane. Examples: SC: Mission/King/Union;
- B. Right turns limited temporarily. Examples seen in other counties: "No right turn from May 29 through September 5," or "right turn only between 6:00 am and 9:00am."

C. Unsafe crossing of right-turn lane for pedestrian. Example: SV: Mt. Herman/Scotts Valley Dr. Flashing beacon employed at right-turn lane crossing, northeast corner, does not provide adequate visibility between pedestrians and vehicles.

6. Roundabouts and complex intersection geometry: identifying accessible and safe pedestrian crossings, alerting vehicle drivers of pedestrians crossing, implementing Pedestrian features in original design.

A. Confusing traffic cycle. Examples: SC: roundabouts near Wharf.

B. Off and on-ramp crossings near freeways, creating pedestrian crossings with CalTrans.

Example: SV: Scotts Valley Dr/Glenwood DR/Hacienda DR/Granite Creek RD (HWY 17 on and off ramps): Lights not synced for pedestrian safety, no LPI, crosswalks are faded and lack visibility, could benefit from curb extension(this solution would require accessible pedestrian signals and accessible identification of safe pedestrian paths of travel.).

7. Crosswalks: Current favored designs, ladder, Standard, solid, continental, dashed, zebra.

8. Adjusting intersection design to accommodate changes in the surrounding area

A. Intersection design good, but unsafe path of travel to and from bus stop. Examples: SCC: 41st/Soquel

B. Intersection hazardous for pedestrians traveling through area. Example: Felton: HWY 9/Graham Hill RD. Sidewalk on Graham Hill Rd - Install pedestrian walkway on the north side of Graham Hill Rd from the Hwy 9 intersection to the northbound transit stop on Graham Hill Rd where there is currently no sidewalk. These facilities would require infrastructure build-out to the edge of the right-of-way and may require acquisition of some right-of-way.

Questions for ITAC

1. How do you consider the needs of disabled pedestrians beyond basic written regulations?
2. Which state regulations allow for choices when designing intersections?
3. How are decisions made regarding changes requested by pedestrians?
4. How can pedestrians ensure optimal pedestrian features before new intersection is designed or current intersection design is altered?
5. What types of early outreach would best avoid creating safety or accessibility problems for all pedestrians which could result in expensive reconstruction?
6. How is safety prioritized with respect to funding?