

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, February 14, 2023

NOTE: TELECONFERENCE

Join the online meeting to see presentations: https://us02web.zoom.us/j/86428958557

Meeting ID: 864 2895 8557

Dial by your location: +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@sccrtc.org.

Due to precautions associated with COVID-19, and following current state law (AB 361) regarding the Brown Act, all RTC and committee meetings until further notice will be held by teleconference only. Members of the public can listen and participate in meetings over the phone and through the internet.

1:35 called to order

- 1. 1:30pm Call to Order
- 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 October 11, 2022— pg. 5
- 6. Approve Minutes from December 13, 2022— pg. 1
- 7. Receive RTC Meeting Highlights—pg. 144
- 8. Receive E&D TAC 2023 Meeting Schedule—pg. 1
- 9. Receive TDA Revenues Report—pg. 2
- 10. Receive FY 23-24 TDA Claims Calendar—pg. 21
- 11. Receive Information Items-pg. 22
 - a. Support for Zero Emission Rail Transit & Trail Project Letter from the E&D TAC
 - b. Dangerous by Design 2022
 - c. Public Transport Planning and Development toward Resilience, Case of Toyama City

REGULAR AGENDA

- 12. 1:55 pm Receive Program Updates— pg. 87
 - a. Volunteer Center
 - b. Community Bridges
 - c. Santa Cruz Metro
 - d. SCCRTC
 - e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report
- 13. Committee Appointment—pg. 88
- 14. Transportation Goals, Evaluation Criteria, and Strategic Priorities—pg. 97
- 15. Preliminary Draft 2023 Unmet Needs List-pg. 110
- 16. Draft Call for Projects for TNC Access for All Program pg. 123
- 17. Green Valley Rd. Path Design—pg. 144

18. Santa Cruz METRO Line 71/Rapid Corridors Project—pg. 146

19. 3:30 pm — Adjourn

Next meeting: 1:30 pm, <u>April 11, 2023</u> hosted in person at the SCCRTC office located at: 1101 Pacific Avenue, Suite 250. Santa Cruz, CA 95060.

HOW TO REACH US Santa Cruz County Regional Transportation

Commission

1101 Pacific Avenue, Suite 250,

Santa Cruz, CA 95060

Phone: (831) 460-3200 / fax (831) 460-3215 Email: <u>info@sccrtc.org</u> / website: <u>www.sccrtc.org</u>

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

TITLE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523

Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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E&D TAC Minutes October 11, 2022 1



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

(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, October 11, 2022 NOTE: Meeting was held via Zoom.

1. Roll call

The meeting was called to order at 1:30 p.m.

Members present:

Tara Ireland, Social Service Provider-Persons of Limited Means Lisa Berkowitz, CTSA (Community Bridges) Jesus Bojorquez, CTSA (Lift Line) Michael Pisano, Potential transit User (60+) Caroline Lamb, Potential Transit User (Disabled) Janet Edwards, 1st District Nadia Noriega, CTSA (Lift Line) Patty Talbott, Social Service Provider-Seniors Ed Hutton, 5th District Eileen Wagley, SCMTD (Metro) Phil Kipnis, 1st District Alternate

Unexcused absences:

Alex Weske, Social Service Provider – Disabled Paul Elerick, 2nd District

RTC staff present:

Amanda Marino, Transportation Planner Rachel Moriconi, Senior Transportation Planner

Others present:

Chris Duymich, AMBAG
Paul Hierling, AMBAG
Miguel Lizarraga, City of Santa Cruz Public Works
Miranda Taylor, AMBAG
Christina Witt, Department of Rehabilitation
Joshua Spangrud, City of Santa Cruz Public Works

Becky Steinbruner, Cabrillo Host Lions Club Dena Taylor, Member of the Public Becky Taylor, Member of the Public

2. Introductions

3. Oral communications

Becky Steinbruner, Cabrillo Host Lions Club, announced a public general meeting for the Cabrillo Host Lions Club on October 27th at 7:00 pm at the Aptos Village County Park with Santa Cruz County Public Works Traffic Safety Engineer guest speaker. Ms. Steinbruner informed the committee of the Lions Club International White Cane Safety Day on October 15th.

Vice Chair Janet Edwards encouraged the committee to attend the Budget and Administrative Personnel Committee Meeting on October 13th at 1:30 pm to provide input on the appointment process for the advisory committees by County Supervisors. Ms. Edwards additionally shared with the committee that she did not have access to wheelchair accessible transportation service when a medical emergency occurred.

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

Approved minutes from August 9, 2022

A motion (Pisano/Berkowitz) was made to approve the minutes. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley, voting in favor.

- 6. Received RTC Meeting Highlights
- 7. Received Information Items
 - a. Transportation Development Act (TDA) Fiscal Years 2019-2021 Triennial Performance Audit

A motion (Hutton/Bojorquez) was made to approve the consent agenda. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley voting in favor.

REGULAR AGENDA

8. Received Program Updates

a. Volunteer Center

Tara Ireland communicated that the Volunteer Center has gained 5 new volunteers including a dispatcher position that has allowed the Volunteer Center to fulfill 100% of requests.

b. Community Bridges - TDA Second Quarter Summary Report

Jesus Bojorquez updated the committee that Lift Line hired a new scheduler and dispatcher to assist on the weekends. Lift Line has an open Driver Supervisor Trainer position and is accepting applications. More information can be found on: https://communitybridges.org/liftline/

c. Santa Cruz METRO

Eileen Wagley announced that METRO is currently hiring for fixed route transit drivers and recently hired new paratransit drivers. More information can be found at http://www.scmtd.com/en/agency-info/metro-employment. Ms. Wagley also noted the installation of new blue benches at transit stops.

d. SCCRTC

Amanda Marino, Transportation Planner, announced that the RTC was accepted to be the Access Fund Administrator for the TNC access for All Program to fund on-demand wheelchair accessible vehicle transportation services in Santa Cruz County. In the next coming months, staff will be developing a scope of work for access providers to use these funds. The draft will then be presented to the E&D TAC to review and provide input. Additionally, Ms. Marino announced the next Budget and Administrative Personnel Committee Meeting on Thursday, October 13th at 1:30 pm discussing the appointment process for the advisory committees by County Supervisors.

Ms. Marino informed the committee that the conference room at the RTC office is in the process of setting up the capability to have hybrid meetings. Staff will provide more information on how meetings will be held and the requirements for the new bill AB 2449 to require in-person quorums and limiting the number of times a representative can attend via teleconference.

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- e. Pedestrian Ad-Hoc Subcommittee
 - i. Pedestrian Hazard Report

Vice Chair Janet Edwards stated that the subcommittee is continuing to monitor the public meetings and projects of local jurisdictions throughout Santa Cruz County. Ms. Edwards provided an update on the status of the Clares St. Project including upgrading the corner of 40th avenue. Ms. Edwards informed the committee of the death of a 68-year-old male in an electric wheel chair killed by a drunk driver in Live Oak, and a woman killed at Green Valley Rd in Watsonville crossing the street.

9. Measure D: Five-Year Programs of Projects for Regional Projects

Rachel Moriconi, Senior Transportation Planner, presented the proposed updates to the Measure D five-year programs of projects 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. The 5-year Plans, programming anticipated Measure D revenues for FY22/23-26/27, focus on continued implementation of previously approved and/or prioritized projects. The committee provided comments and questions regarding the highway projects and segments of the rail trail.

A motion (Lamb/Bojorquez) was made to recommend that the Regional Transportation Commission approve the Measure D: Five-Year Programs of Projects for Regional Projects. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley voting in favor.

10. Draft 2022 Coordinated Public Transit-Human Services Transportation Plan

Miranda Taylor, AMBAG Planner, provided information to the committee on the Draft 2022 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). The purpose of the Coordinated Plan is to create a plan to improve regional transit for individuals that are elderly, disabled, and/or low-income. The projects and strategies identified in this plan are made eligible for federal funding through the FTA Section 5310 grant program. The Draft 2022 Coordinated Plan is available on the AMBAG website at https://ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan. Committee members provided comments and questions regarding service

providers and partner agency coordination.

No action taken.

11. Regional Early Action Planning Grants 2.0 Program

Paul Hierling and Chris Duymich, AMBAG staff, delivered an update on the Regional Early Action Program (REAP) 2.0 Program including recent feedback and input received from outreach activities. The REAP program integrates housing and climate goals allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. The committee provided suggestions on projects in Santa Cruz County that would benefit from this funding.

No action taken.

12. Ocean St Pavement Rehab & Bike/Ped Upgrades Review

Miguel Lizarraga and Joshua Spangrud, City of Santa Cruz Public Works Staff, presented an overview Ocean Street Pavement Rehab & Bike/Ped Upgrades Project and requested input from the committee prior to the construction of the project. The city of Santa Cruz seeks to make improvements to Ocean Street, due to pavement condition. The rehabilitation work provides an opportunity to make safety improvements including bike and pedestrian infrastructure. The committee provided comments and asked questions regarding ADA accessibility and pedestrian crossings.

No action taken.

Meeting adjourned at approximately 3:05 pm.

The next E&D TAC meeting is scheduled for Tuesday, December 13, 2022 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff

E&D TAC Minutes December 13, 2022



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

(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, December 13, 2022 NOTE: Meeting was held via Zoom.

1. Roll call

The meeting was called to order at 1:35 p.m.

No quorum present. The committee continued the meeting only to receive information.

Members present:

Michael Pisano, Potential transit User (60+) Caroline Lamb, Potential Transit User (Disabled) Alicia Morales, Social Service provider-Seniors (County) Janet Edwards, 1st District Patricia Fohrman, 4th District Alternate

Unexcused absences:

Alex Weske, Social Service Provider – Disabled Paul Elerick, 2nd District
Lisa Berkowitz, CTSA (Community Bridges)
Jesus Bojorquez, CTSA (Lift Line)
Martha Rubbo, 4th District
Ed Hutton, 5th District
Eileen Wagley, SCMTD (METRO)

RTC staff present:

Amanda Marino, Transportation Planner Luis Mendez, Deputy Director Matt Schroder, Transportation Planner Brianna Goodman, Transportation Planner Rachel Moriconi, Senior Transportation Planner

Others present:

Dan Estranero, City of Santa Cruz

E&D TAC Minutes December 13, 2022 2

Matt Starkey, City of Santa Cruz Christina Witt, Department of Rehabilitation

- 2. Introductions
- 3. Oral communications
- 4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

- 5. Approve minutes from October 11, 2022
- 6. Receive RTC Meeting Highlights
- 7. Receive E&D TAC 2023 Meeting Schedule
- 8. Receive Information Items
 - a. The Exceptionally American Problem of Rising Roadway Deaths

No action taken.

REGULAR AGENDA

- 9. Receive Program Updates
 - a. Volunteer Center

No update, staff was not present.

- b. Community Bridges TDA Q4 and Annual FY 21-22 Summary
 No update, staff was not present.
- c. Santa Cruz METRO

No update, staff was not present.

d. SCCRTC - Covid Public Meeting Rules and AB 2449

Amanda Marino, Transportation Planner, informed the committee that starting in March 2023 the RTC citizen advisory committee meetings will be held under the general Brown Act rules. A quorum of committee members needs to be present in person, but members

of the public or committee alternates may participate remotely.

Ms. Marino provided information regarding the revisions to the RTC Rules and Regulations for the appointment of corresponding members to the RTC's citizen advisory committees by members of the County Board of Supervisors.

- e. Pedestrian Ad-Hoc Subcommittee
 - i. Pedestrian Hazard Report

Vice Chair Janet Edwards stated that the subcommittee is continuing to monitor the public meetings and projects of local jurisdictions throughout Santa Cruz County.

No action taken.

10. Committee Appointment

E&D TAC applicant, Christina Witt introduced herself to the committee and provided an overview of her Statement of Interest.

No action taken.

11. Draft 2023 State and Federal Legislative Programs

Matt Schroeder, Transportation Planner, presented a summary of the Draft RTC legislative priorities and requested that the committee provide input on any priorities or issues that the RTC should consider, monitor, or pursue in 2023.

No action taken.

12. City of Santa Cruz Article 8 Transportation Development Act Allocation Request

Dan Estranero, City of Santa Cruz Staff presented the Bay Street Protected Bike Lanes and Pedestrian Path project. The project is a proposal to design and construct new separated bike lanes on Bay Street (Bay Drive) between Escalona Drive and Nobel Drive/Iowa Drive as well as a pedestrian path on one side of Bay Street. The committee reviewed and asked questions regarding accessibility of pedestrians using the path.

No action taken.

13. Draft Concepts for San Lorenzo Valley Schools Complex Circulation and

Access Study

Brianna Goodman, Transportation Planner, presented an overview of the SLV Schools Circulation and Access Study that was initiated in collaboration with agency stakeholders as a first step in advancing priority projects from the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan to address deficiencies at the SLV Schools campus. The E&D TAC provided comments on the pedestrian and operation improvements of the engineering concepts.

No action taken.

Meeting adjourned at approximately 2:45 pm.

The next E&D TAC meeting is scheduled for Tuesday, February 14th, 2022 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



Santa Cruz County Regional Transportation Commission 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 phone: (831) 460-3200

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) Jan. 12, 2023 Meeting Highlights

Approval of Purchase and Sale Agreement for acquisition of property for Highway 1 Auxiliary Lanes, Bus-on-Shoulder, and Coastal Rail Trail Segment 12 Project

The Commission authorized the purchase of property at 7992 Soquel Drive in Aptos for the Highway 1 Auxiliary Lanes and Bus-on-Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project. The right-of-way needs for the Project include a portion of the property to construct the 16-foot wide Coastal Rail Trail as planned on the inland side of the tracks. Construction is scheduled to begin as early as 2025, dependent on securing the remaining funding and property rights.

Upcoming RTC and Committee Meetings

On September 16, 2021, Governor Newsom signed AB 361 which continues the Brown Act waivers and allows the RTC to continue Commission and committee meetings in a virtual format. The RTC is now holding its commission meetings in a hybrid (virtual and in-person) format. Please check the RTC website [https://sccrtc.org/meetings/calendar/] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. 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 Meeting

Thursday, Feb. 2, 2023, 9:00 a.m.

Interagency Technical Advisory Committee

Thursday, Jan. 19, 2023, 1:30 p.m.

Budget & Admin/Personnel Committee

Thursday, Feb. 9, 2023, 1:30 p.m.

Bicycle Advisory Committee

Monday, Feb. 13, 2023, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, Feb. 14, 2023, 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 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 phone: (831) 460-3200

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) Feb. 2, 2023 Meeting Highlights

Measure D Taxpayer Oversight Committee Appointments

Measure D, which was approved by over 2/3 of Santa Cruz County voters in November 2016, includes the formation of an oversight committee. The RTC appointed two new committee members representing Districts 1 & 2 and reappointed the committee members representing Districts 3 & 5 to the Measure D Taxpayer Oversight Committee for two-year terms.

Vegetation Control Utilizing Goats Along the Santa Cruz Branch Rail Line

The Commission adopted a resolution to enter into an agreement for vegetation control along the Santa Cruz Branch Rail Line (SCBRL). Goats will be utilized as one of the methods of controlling vegetation overgrowth. Goats are quieter, more energy efficient, require less person-power, reduce the need for and/or enhance the effectiveness of herbicides, and reduce the overall maintenance cost of the corridor. Traditional vegetation control methods such as trimming, mowing, and hand application of non-hazardous herbicides will also be utilized as part of the overall vegetation control program. Vegetation control work is expected to begin later this month, weather permitting. The schedule will be posted to the RTC website in advance of the work.

Storm Damage to Transportation Facilities in Santa Cruz County

The Commission accepted information from staff related to damage caused by recent storms and authorized amendments to existing contracts and to enter into new contracts as necessary to address storm damage along the Santa Cruz Branch Rail Line (SCBRL), including fallen, damaged or weakened trees; landslides, slope embankment washouts, and at least one railroad bridge damaged by a large fallen tree. RTC staff is continuing to assess the extent of damage and may enter into additional emergency contracts, and will seek reimbursement from the California Office of Emergency Services (CalOES) and the Federal Emergency Management Agency (FEMA) for eligible expenditures.

2023 State and Federal Legislative Programs

The Commission received updates from staff on state and federal legislative issues and adopted the RTC's 2023 legislative program to assist in analyzing the transportation impacts of legislative activities. The RTC legislative platform is used to advance regional projects and key goals and targets in the Santa Cruz County Regional Transportation Plan. As part of the legislative work program, the RTC works to ensure that transportation-related statutes and guidelines are

structured in a manner that considers Santa Cruz County's significant maintenance, active transportation and transit system needs, traffic congestion, and sustainability goals.

Approval of Purchase and Sale Agreement for acquisition of property for Highway 1 Auxiliary Lanes, Bus-on-Shoulder, and Coastal Rail Trail Segment 12 Project

The Commission authorized the purchase of property at 7994 & 7996 Soquel Drive in Aptos for the Highway 1 Auxiliary Lanes and Bus-on-Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project. The right-of-way needs for the project include a portion of the property to construct the 16-foot wide Coastal Rail Trail as planned on the inland side of the tracks. Construction is scheduled to begin as early as 2025, dependent on securing the remaining funding and property rights.

Upcoming RTC and Committee Meetings

On February 28, 2023 the COVID-19 pandemic state of emergency is expected to be lifted. Beginning in March, RTC and committee meetings will be held under regular Brown Act requirements, which require voting members to participate at a designated location, unless they meet the qualifications for one of the very limited reasons for remote participation established by AB 2449 (2022). Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that then prevent remote participation, the meeting will continue. Please check the RTC website [https://sccrtc.org/meetings/calendar/] or call 460-3200 to confirm meeting location and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. 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 Meeting

Thursday, March 2, 2023, 9:00 a.m.

Bicycle Advisory Committee

Monday, Feb. 13, 2023, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, Feb. 14, 2023, 1:30 p.m.

Budget & Admin/Personnel Committee

Thursday, March 9, 2023, 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.

SCCRTC

Elderly & Disabled Transportation Advisory Committee

~ Annual Meeting Schedule ~ 2023

- Most meetings are held on the 2nd Tuesday of even numbered months at 1:30 pm in the SCCRTC Conference room or via teleconference as needd. One meeting held annually in an alternate location.
- This is a draft list of meeting topics. Additional transportation planning, policy and funding items and committee items are discussed, as needed. Please check the RTC website for the current packet agenda (posted about 3 days before the meeting).

February 14	Review Preliminary Draft Unmet Needs Review TDA Calendar
	Review Roster/Membership update
April 11	Review <u>draft</u> TDA Claims for Volunteer Center, Community Bridges and METRO Elect Chair and Vice Chair Recommend Final Unmet Needs list
June 13	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
August 8	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
October 10	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
December 12	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
Info items:	Minutes from last meeting Monthly TDA Revenues (get from latest RTC packet) RTC Highlights (w/o meeting list) Letters from the committee Agency Updates, including Quarterly TDA reports Committee Appointments
As Needed:	Recommend TDA Claims from local jurisdictions Review Updates to Guide for Specialization Review Triennial Performance Audit (every 3 years) Review Coordinated Plan (update every 4 years) Other timely items that are within the purview of the committee

<u>Parking:</u> There is a parking at the lot at Pacific Ave and Cathcart St.

Bus: The Pacific Station MetroCenter, a destination for most buses, is approximately four blocks down Pacific Avenue. The following bus route stops on Cedar Street approximately one block from the office: the 'Route 10 via High' while outbound from the MetroCenter toward UCSC.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION TDA REVENUE REPORT FY 2022/2023 CUMULATIVE DIFFERENCE FY21 - 22 FY22 - 23 FY22 - 23 % OF ACTUAL ESTIMATE ACTUAL AS % OF ACTUAL TO MONTH REVENUE REVENUE REVENUE DIFFERENCE PROJECTION PROJECTION JULY 1,221,370 -62,206 -5.09% 94.91% 1,180,089 1,159,164 AUGUST -26,062 95.99% 947,834 980,991 954,929 -2.66% 1,008,451 -30,314 -2.90% SEPTEMBER 1,043,728 1,013,414 96.35% OCTOBER 1,242,981 1,286,462 -15.74% 1.084,000 -202,462 92.92% NOVEMBER 835,454 864,680 1.113.301 248.621 28.75% 98.66% 1,015,997 DECEMBER 1,051,538 948,121 -103,417 -9.83% 97.27% JANUARY 990,616 1,025,270 880,692 -144,578 -14.10% 95.71% FEBRUARY 1,080,393 1,118,187 MARCH 863,751 893,967 APRIL 894,620 925,915 MAY 1,067,922 1,105,280

7,153,621

-320,419

-2.56%

57%

Note:

JUNE

TOTAL

L'FISCAL/FISCAL DURING SHUTDOWN/Keith/Notes/Timekeeping/2023/[WE 1:20:2023.xtsx]Sheet1

994,152

12,511,540

960,550

12,088,658

FY 2023-24 Funding Cycle Calendar Article 8 Transportation Development Act

<u>March</u>

- 2 Commission's Budget & Administration/Personnel Committee considers preliminary FY 2022-23 budget including TDA estimates
- 31 **CTSA, Volunteer Center,** and **METRO** submit <u>draft</u> claims (including the claim form and back up materials) to the Regional Transportation Commission Staff (RTC Staff) to be included in the April E&D TAC packet.

<u>April</u>

- 6 **RTC** considers revised budget including TDA allocations
- 11 The **E&D TAC** reviews the *Volunteer Center*, *CTSA*, and *METRO* <u>draft</u> claims for expending the TDA funds along with back up materials
- 11 **RTC staff** notifies recipients if revisions to the FY 22-23 TDA claims are necessary
- 17 **CTSA**, **Volunteer Center** and **METRO** send the <u>final</u> claim materials to the RTC staff. **RTC** staff prepares the SCCRTC resolution and staff report for the RTC meeting. Recommendations of approval by RTC staff for CTSA and Volunteer claim recommendations will be contingent on approval from the City of Santa Cruz to act as the claimant.

May

- 4 **RTC** acts on the claims and the resolution prepared by SCCRTC staff approving the Article 8c TDA claims. The resolution will outline the amount of the claim, the payment amounts and schedule and the reporting requirements.
- The **CTSA** and **Volunteer Center** submit to the City of Santa Cruz TDA materials and a request for the City of Santa Cruz to act as the claimant
- The *City of Santa Cruz* acts to approve by resolution an authorization to direct the City Manager to execute an agreement with the Volunteer Center and CTSA allowing the City to act as a claimant for TDA funds obtained from the Commission.

<u>June</u>

5-16 *RTC fiscal officer* readies paperwork to begin payment of claims at the beginning of the fiscal year.

[**Bold italics** indicate the responsible party.]

I:\E&DTAC\TDA\Annual TDA Plan\TDAPLN 23-24.docx



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • info@sccrtc.org

January 30th, 2023

Executive Director Guy Preston Santa Cruz County Regional Transportation Commission 1101 Pacific Ave, Suite 250 Santa Cruz, CA 95060

Re: Support for Zero Emission (ZE) Rail Transit & Trail Project

Dear Director Preston,

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

In fulfilling this obligation, the Elderly and Disabled Transportation Advisory Committee (E&D TAC) is pleased to share our enthusiastic/wholehearted/strong support for the Zero Emission (ZE) Rail Transit & Trail Project, and we urge state and federal agencies to provide funding for this important project. This multimodal transit project will truly benefit the populations we represent, allowing greater access to jobs, medical appointments, recreation and participation in many more activities. Many miles of bicycle access can promote a healthy and emission-free lifestyle for those able to ride. The many miles of walking trails will provide health benefits for those who can walk long distances and those who may be able to take a short, quiet, easy walk to the senior center or to have a nice walk with friends. This is especially important because isolation is proving to negatively impact health for those who live alone. Efficient emission-free train travel will allow people to get from one end of the county to the other much more quickly without having to change vehicles so often, sit out on busy streets to wait for each transfer, and to enjoy the company of their family and friends more easily. For example, if three friends happen to all use wheelchairs, they could stay together while riding a train to an evening concert. Disadvantaged, disabled or low-income persons have just as many deadlines as the rest of the society and need the opportunity to get their errands done and still have time left in the day for caring for family members or getting across town.

Santa Cruz County currently suffers from severe congestion, long and unreliable transit travel times, inequitable land use patterns, and limited transit connectivity to the rest of the Monterey Bay Area and the San Francisco Bay Area. New rail service will utilize the publicly owned Santa Cruz Branch Rail right-of-way to provide all-day service connecting the most populated areas of Santa Cruz County to the greater region.

In addition to increasing transit options within Santa Cruz County, at the Pajaro Junction, the Project will provide a new intercity transportation option for riders traveling to and from the Central Coast, San Francisco Bay Area, and the Central Valley, as well as a connection to High-Speed Rail at Gilroy. Santa Cruz County residents and visitors will also have improved transit access to Silicon Valley's central rail hub, Diridon Station, via the Highway 17 Express Amtrak

connector service, which runs directly from downtown Santa Cruz. This additional service is extremely vital because a single traffic problem on Hwy 17 means that someone might not be able to get to work, might miss an important transit connection or may be stranded a long way from home. The rail option is also important because if a disabled traveler is managing luggage, taking several different public transit vehicles, or walking any distance from train to bus can be prohibitive. Taking expensive limo transit is simply not an option for low-income travelers. this new rail service will also complement Santa Cruz Metropolitan Transit District's ongoing efforts to increase network frequency and reliability. Allowing new rail service which travels through areas where people now live means that feeder bus lines can be shorter and easier to manage. It also may encourage many previously unserved populations from other counties to visit Santa Cruz, increasing tourist dollars brought into the county.

Once complete, the 32-mile Coastal Rail Trail will provide a nearly entirely off-street transportation facility connecting riders to rail stations. The rail and trail combine to provide a safe, sustainable, healthy, reliable, affordable, and enjoyable alternative to driving for Santa Cruz County residents and visitors. The corridor serves numerous schools, central business districts, affordable housing projects, parks, and beaches.

Passenger rail is an essential component of America's transportation system and supports economic development, connects rural communities to urban job centers, and helps reduce roadway congestion. This project closely aligns with local, regional, state, and federal transportation objectives and will improve safety, increase mobility, reduce congestion, and enhance the quality of life for residents, students, and visitors. The E&D TAC is pleased to support this work and cannot overstate the necessity of its completion for all residents of, and visitors to Santa Cruz County.

Thank you for considering funding this critical project.

Sincerely,

Veronica Elsea, Chair

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Elderly and Disabled Transportation Advisory Committee



Smart Growth America advocates for people who want to live and work in great neighborhoods. We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient. Learn more at www.smartgrowthamerica.org.



The National Complete Streets Coalition, a program of Smart Growth America, is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks. www.completestreets.org



Smart Growth America project team: The primary authors were Ebony Venson, Abigail Grimminger, and Stephen Kenny, with additional writing by Rayla Bellis and Steve Davis. Becca Buthe and Chris McCahill conducted all analyses. Becca Buthe created all maps and figures throughout this report. Design and editorial by Steve Davis, with editorial assistance by Eric Cova and Helen Hope. This report was produced under the leadership of Beth Osborne, Vice President of Transportation. Cover photo by Forever Ready Productions. Released in July 2022. Available at smartgrowthamerica.org/dangerous-by-design

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more physically active by 2027. Learn more: https://www.cdc.gov/ physicalactivity/activepeoplehealthynation/index.html. The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.

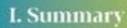
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Note: We are honored to include four special topical supplements from Strong Towns (pp. 13-14), the National Assocation of City Transportation Officials (pp. 19-21), America Walks (pp. 24-25), and The Fines and Fees Justice Center (pp. 37-38). Authors are noted with each insert.

This crisis will continue to get worse until those with the power finally make *safety for everyone who uses our roads* the top priority.



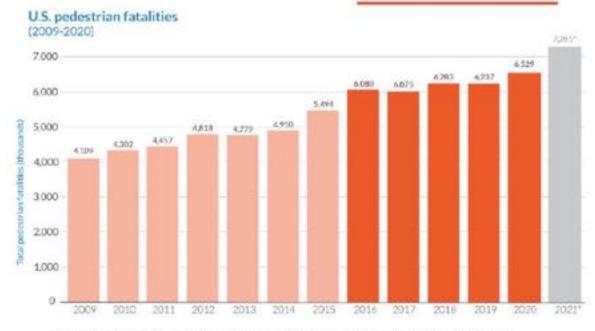




While the unprecedented COVID-19 pandemic upended many aspects of daily life, including how people get around, one terrible, long-term trend was unchanged: the alarming increase in people being struck and killed while walking.

The number of people struck and killed while walking has been steadily increasing since 2009, reaching another new high in 2020 and likely a historic one in 2021. More than 6,500 people—nearly 18 per day—were struck and killed while walking in 2020, a 4.7 percent increase over 2019, even as driving decreased overall because of the pandemic's unprecedented disruptions to travel behavior.¹

Pedestrian fatalities are up 62 percent since they began steadily rising in 2009 following years of improvement.



^{*}This estimate for 2021 is produced by applying the 11.5 percent increase for 2021 projected by the Governors Highway Safety Administration (GHSA) to the federal FARS data for 2020 used in this report.

The pandemic magnified what we've always known: Our nation's streets are dangerous by design, designed primarily to move cars quickly at the expense of keeping everyone safe. The result in 2020 and 2021 was a significant increase in all traffic fatalities, even with less driving overall.

2020's record high also marks an astonishing 62 percent increase since 2009, the year these deaths first started increasing after years of improvement. In that time period drivers struck and killed a total of 64,073 people while walking. As with past editions, this report ranks the most deadly states and metro areas, though in a new way. See section IV for the state/metro rankings.

This problem is growing even worse

While Dangerous by Design uses federal data that is complete only through the end of 2020, preliminary data for 2021 is jaw-dropping. According to early estimates from the Governors Highway Safety Association (GHSA) released in May 2022, 7,485 people walking were struck and killed in 2021, which would be the highest number in 40 years and one of the biggest single-year jumps

in decades.² While the official 2021 number from the federal data set used in this report is likely to differ from GHSA's preliminary estimates, we expect the increase for 2021 to be between 11 and 13 percent higher than the 6,529 deaths recorded in 2020, a historic jump.

Our new approach to assessing pedestrian danger

The impact of the pandemic on the data typically used in this report, coupled with significantly higher fatality rates during the pandemic, required a new approach to assessing pedestrian danger, which also allowed us to address the unique impacts of the pandemic. One effect is that the rankings in this edition are not directly comparable to previous editions of Dangerous by Design. See section III for more on how we changed our approach and the effect on the rankings.



"Walking" and inclusive language

The data in this report specifically examines only the deaths of people walking and tends to use the shorthand of "pedestrians" for this reason. The federal government groups people using assisted mobility devices in the same category with things like skateboards. making it challenging to isolate the impact on people with disabilities. We fervently believe that making our streets safer for everyone absolutely means for people of all ages and abilities, whether walking, biking, or using assistive devices like wheelchairs or walkers. We continue to look for ways to better incorporate data that includes the danger that people with disabilities face on our roadways. Across the board, better data are required to assess the impact of current infrastructure. See our data recommendations in section II.

How design produces danger

Roadway design has a strong impact on how people drive, often more influential on driver behavior than the posted speed limit. While speed limit signs may only be posted every few blocks or miles, the road's design is ever-present, continually providing guidance and visual cues. While there are myriad factors involved in these deaths, our streets are dangerous by design, designed to move many cars quickly at the expense of safety for everyone who uses them.

How did this become so commonplace? In the 1950s, we started building a system of separated highways to move vehicles quickly over long distances, removing intersections and other points of conflict, development, and pedestrians because speed was not compatible with the complexity of cities and towns. But somewhere along the way, we started applying this same high-speed highway design within complex urban environments, while keeping all of the conflicts and complexity in place, and the result has been unmitigated carnage.

When roads are wide and straight, lanes are wide and plentiful, and intersections are infrequent or non-signalized, people feel safe and comfortable driving faster—even when the speed limit is low—as the visuals of Union Avenue in Memphis, TN illustrate on the following two pages.

Higher speeds make conflict harder to spot and avoid and crashes more deadly. The higher the speed, the narrower the driver's field of vision, making it harder to see and anticipate potential problems by responding and slowing down or stopping the vehicle. And the higher the speed, any crashes that do occur are far more likely to lead to serious injury or death.

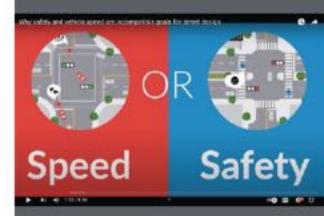
We send drivers two conflicting messages with low speed limits but designs that nudge them toward high speeds. And then, when drivers fail and strike someone walking or crossing the street, we rush to blame the driver or person walking in spite of the fact that the transportation agency should be held responsible for their design choices.

Read an insert from the National Association of City Transportation Officials (NACTO) on page

WATCH: Visualizing safety vs speed

For a richer, visual explanation of how street design impacts the speed of vehicles and why we have to choose between speed or safety, do not miss this video from Smart Growth America and the National Complete Streets Coalition explaining why prioritizing both safety and keeping cars moving quickly—outside of limited access roads like interstate and freeways—is impossible.

smartgrowthamerica.org/safety-vs-speed



19-21 for more on safer street designs.

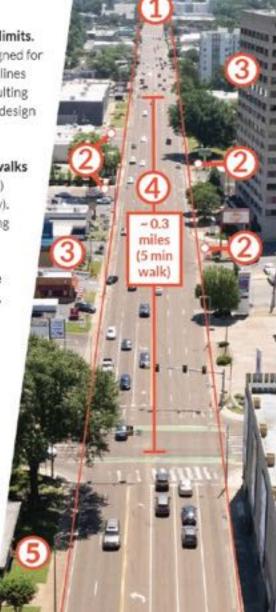
Typical arterial roadway design

The design of Union Ave., located in the heart of Memphis, TN is typical of the most dangerous roads for people on foot within metro areas: 60 percent of all 2020 deaths occurred on non-interstate arterial highways like this one.* (They are most often designed and controlled by the state DOT, rather than the city or locality.) At right are five ways that speed is prioritized on Union Ave. at the expense of safety, and the contradictory messages sent to drivers: expect to see and yield to people outside of vehicles, and expect to travel fast all the time.



Even the signalized intersections on Union near here don't always have crosswalks on all sides.

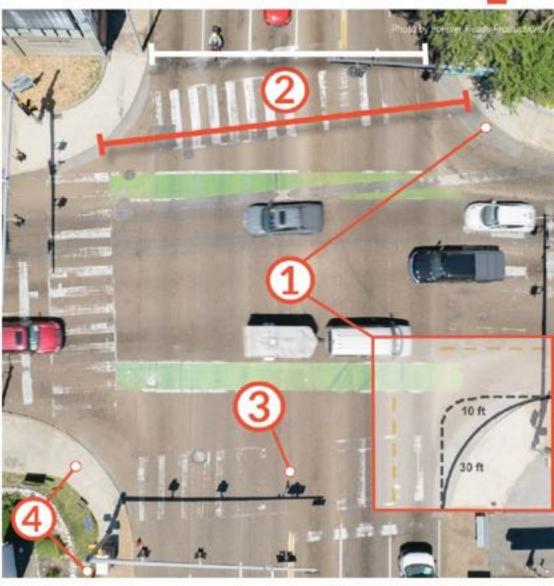
- Design can be more influential on behavior than speed limits. Though the limit ranges from 25-35 mph, this road is designed for much higher speeds. It's long and straight, with clear sight lines and five travel lanes for maximum vehicle throughput, resulting in higher speeds. And though the speed limit changes, the design never does.
- Other streets regularly intersect Union, but lack crosswalks or signals, because keeping vehicles from stopping (speed) is prioritized ahead of providing frequent crossings (safety). There are also numerous curb cuts and driveways, resulting in dozens of intersections for people walking.
- Numerous destinations means that more people will be present. There are grocery stores, a college, a high school, a hospital, shops and stores, and hundreds of homes and higher density apartment buildings.
- Marked, signalized crosswalks are located as much as 0.4 miles apart, potentially requiring a 10-minute round trip to reach a destination that's directly across the street. Multiple bus stops are also located in between these distant signalized crosswalks.
- Sidewalks exist, but as an afterthought. They are narrow with numerous curb cuts for turns and frequent obstructions, and no buffer between people walking and vehicles moving at high speeds.



a Pedestrian Traffic Fatalities by State: 2021 Preliminary Data. Governors Highway Safety Association, 2022. www.glsa.org/resources/ Pedestrians/22

Most fatalities on Union Avenue occur at intersections

- All four gently rounded corners allow right turns at high speeds, precisely when pedestrians have the right-of-way. Sharper turns require drivers to slow down and turn more slowly. In fact, a recent study shows that a 30-foot turning radius vs. a 10-foot radius will probably result in 30 percent more pedestrian crashes.* (See inset at bottom right.)
- These sweeping corners—which exist for speed rather than safety—increase the distance required to cross on foot, putting people in harm's way for more time, or making it impossible to cross in time for the young, old, or disabled.
- Existing crosswalks are faded or invisible. When signalized intersections are far apart, as they are on Union, it's even more vital that they be highly visible.
- Sidewalks also have obstructions (utility poles, boxes, etc.) and lack rubberized or high-visibility markings to help all people safely cross. For people in wheelchairs or pushing strollers, sidewalks with obstructions can force them into the street to pass.



a State Smart Transportation Institute. "Tight corners save lives." https://ssti.us/2022/04/13/tight-corners-save-lives/

The pandemic exacerbated existing disparities

Although everyone is affected by dangerous street design in some way, not everyone shares this burden equally. Despite other changes, the pandemic perpetuated existing disparities in who is being killed: Black and Native Americans. Older adults and people walking in low-income neighborhoods were also struck and killed at much higher rates than other populations in 2020, as with past years.

The conditions people face when they want to walk or bike—whether to work or for recreation—are not the same for all Americans. Low-income communities are significantly less likely to have access to parks and other opportunities for safe recreational walking and are less likely to have sidewalks, marked crosswalks, and street design to support safer, slower speeds. **Lower-income neighborhoods are also much more likely to contain major arterial roads built for high speeds and higher traffic volumes at intersections, exacerbating dangerous conditions for people walking. **Read more about the inequality of this deadly epidemic in section V.

The pandemic had profound impacts on travel behavior that are likely here to stay

One of the most noticeable changes during the pandemic's onset was the decrease in vehicle traffic across America's cities. In many communities, the air became cleaner and quieter, and many cities temporarily returned space to pedestrians and cyclists. Yet many places saw a significant spike in deaths, even as driving dropped precipitously. This drop in driving likely contributed.⁶



Overall in 2020, **all traffic fatalities were up 6.8 percent** (including pedestrians, drivers, and others using our streets). This increase is even more notable in light of the significant drop in driving.⁷ Our traffic deaths *per mile driven* increased by 21 percent compared to the 2019 rate, reaching the highest death rate per mile driven since 2007.

Seeing driving go down and deaths go up should call into question the long-held conventional wisdom among policymakers and transportation professionals that traffic fatalities are inextricably linked to the amount of driving, which is one of the reasons the GHSA and others have traditionally reported fatalities per mile driven. But during the large decrease in driving during COVID, congestion evaporated, speeds increased dramatically, and more people were killed.

It was incredibly ironic: **Congestion, something transportation agencies spend billions to eliminate, seems to have been slowing traffic and reducing deadly crashes.** According to recent studies, there was a significant increase in speeding and even reckless driving during the pandemic, contributing to the severity of crashes and the number of lives lost on our roads during 2020. 9

The US is an outlier when it comes to these trends. It's also worth noting that, although driving went down almost everywhere around the world during the pandemic, the US was one of the only countries in the developed world that saw an increase in the deaths of people walking when that dip in driving occurred. Most peer countries have seen continuous *drops* in fatality rates over the past three decades. However, the US has had much higher fatality rates *and* the number of deaths has increased since 2009. ^{10,11}

A study from the International Transport Forum found that the US was one of the only three of their 63 member countries that saw an increase in fatalities during the pandemic. ¹² The other two, Ireland and Switzerland, saw smaller increases and started from a much lower baseline.

Seeing driving go down while deaths went up should call into question the long-held belief that traffic fatalities are inextricably linked to the amount of driving.

More people walked more in 2020, but that didn't lead to more deaths in all metro areas

While some metro areas did get marginally less deadly in 2020, pedestrian deaths increased overall in 67 of the 100 largest metro areas and 33 states when compared to the four years prior to the pandemic. There are many lessons that we can draw from both groups.

The pandemic unleashed significant untapped demand for more walking in nearly every community across the country. New, first-time analysis in this year's report using information from a company called **StreetLight Data**—based on anonymized information from cell phones and mobile devices—shows that walking trips (for all purposes) increased during the pandemic in every state and metro area we analyzed, regardless of climate or geography.

But for the most part, the metro areas that were on average already more deadly and where a lower share of people walked to work before the pandemic are the ones where death rates increased the most. Walking trips also increased the most in these metro areas, indicating significant untapped demand for more walking in these places. Over in the metro areas that were less deadly before the pandemic—also where higher shares of people were walking to work on average—death rates decreased or only increased slightly during the pandemic on average, even with the increase in walking.

This underscores the fact that these tragedies are preventable. More walking does not have to equal more deaths, if streets are designed with safety as the top priority. Read Section VI for more about how we used StreetLight Data to analyze changes in walking and the impact on metro areas.

What are we waiting for?

Too many agencies and decision makers with a hand in building our transportation system have been asleep at the switch, believing (or just hoping) that safety will improve while only making incremental changes to a deadly status quo. The result will continue to be ever-increasing and record deaths of people walking and rolling, and we'll continue in this "Groundhog Day" loop until those with the power to do so take an active role in making safety for all people the top priority of every dollar spent. To do so, they will have to unwind the deeply embedded, invisible yet powerful emphasis on speed, which is completely incompatible with safety.



Guest supplement: Strong Towns on how engineering is part of the problem

Traffic engineers do not share your values

By Charles Marohn, Founder, Strong Towns

When American engineers design streets, they start the process using the values of the engineering profession.

The engineer doesn't stop to consider that their values might be questioned by others, that their core values might, in fact, be rejected by most of society. It doesn't cross their minds—not because they are immoral—but because they don't recognize their values as values.

For the engineer, it's just the way things are done, it's standard practice. When an engineer sits down to design a street, they begin the process with the design speed. I've been in countless meetings where engineers presented design plans and even preliminary studies for a street project. Never, and I mean never, was any elected official or any member of the public asked to weigh in on the design speed.

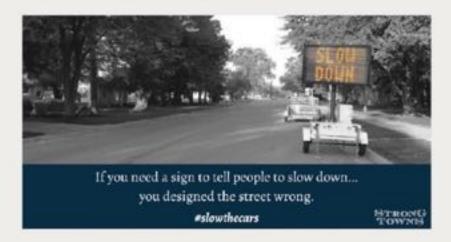
Never once did I hear one of my fellow professional engineers say, "So, what are you trying to accomplish with this street in terms of speed?" No. The design speed is solely the purview of the engineering professional. Why?

Choosing a design speed is, by its nature, an application of core values. When we pick a speed, we are selecting among different, competing priorities. Is it more important that peak traffic move quickly or is it more important to maximize the development potential of the street? Do we compromise the safety of people crossing on foot to obtain a higher automobile speed, or do we reduce speeds in order to improve safety for people outside of a vehicle?

These are policy decisions. Shouldn't public officials be given the broad range of options and be allowed to weigh them against each other?

Of course they should! So, why aren't they?

Many of my engineering colleagues will reply that they, the engineers who design streets, don't control the speed at which people drive and that speeding is an enforcement issue. Such an assertion should be professional malpractice. It selectively denies both what engineers know and how they act on that knowledge. For example, professional engineers understand how to design for high speeds. When building a high-speed roadway, the engineer will design wider lanes, more sweeping curves, wider recovery areas and broader clear zones than they will on lower-speed roadways. There is a clear design objective



Guest supplement: Strong Towns on engineering assumptions and deadly design

(high speed) and a professional understanding of how to achieve it safely.

There is rarely any acknowledgement of the opposite, however: that slow traffic speeds can be obtained by narrowing lanes, creating tighter curves, and reducing or eliminating clear zones. High speeds are a design issue, but low speeds are an enforcement issue. That's incoherent.

The other pushback often given by professional engineers for why they, and not public officials, should set the design speed is that non-professionals are not qualified to do so. In 2016, I wrote "Engineers Should Not Design Streets," an article for which many of my fellow professionals accused me of being gratuitously provocative. I was not.

The design of streets begins with the establishment of priorities. It begins with an application of core values. Engineers generally lack the background, training, and understanding to make such a complex decision. Indeed, I think engineers have become uniquely unqualified to do so. For local streets, setting the design speed is something that should be done only by policymakers and only after a broad and deep dialogue with the community about values and priorities. This is not a decision to be made through the myopic prism of one professional silo. It is too important for that:

If you are an elected official, demand that you and your elected colleagues set the design speed on your streets. Not the enforcement speed (that is often set by state law and can be difficult to get a waiver for) but the speed at which 85 percent of traffic will naturally flow at or below. You have this power. Exercise it.

If you are an engineering professional,

recognize that establishing the design speed for a particular street is something you have an obligation to discuss with, at a minimum, the elected officials in the community.

You must give them options and inform them of the full range of alternatives and tradeoffs. Humble yourself to serve their priorities and resist the temptation to bully them into following yours.

If you are a member of the public concerned about the health and safety of your

community, demand that the design speed of your streets be part of the conversation. You have all the expertise you need to be part of a dialogue about core values. And you have the right; don't let anyone take it from you. Setting these priorities—imposing a set of values—should not be the engineer's responsibility. It should be the responsibility of the entire community.

(Strong Towns adapted this supplement from an essay in the book Confessions of a Recovering Engineer, by Charles Marohn. Learn more at Strong Towns.org)



II. Addressing the problem: What can be done?



Improving safety isn't a mystery, but inertia is hard to overcome

We know many of the factors responsible for these deaths, but we choose to continue designing and operating streets that prioritize the speedy movement of vehicles at the expense of safety for all people who use our streets. It's impossible to prioritize both safety and keeping cars moving quickly outside of limited access roads like interstate and freeways. On every other street in mixed-use environments where there are turns, curb cuts, and people walking, biking, or otherwise getting around outside of a car, safety and speed are fundamentally incompatible goals. We have a choice to make, and unfortunately for more than 55,000 Americans who were killed while walking over the last ten years, their safety has not been the top priority.

Changing these depressing outcomes requires a transportation paradigm shift within nearly every aspect of our current approach to designing, building, and operating our streets and roads, an approach that is deeply embedded in our policies, practices, standards, manuals, and professional cultures. Fundamental components of accepted street design actively put people at risk and

increase the likelihood that people walking and moving actively using assistive devices such as wheelchairs, walkers, sight canes, prosthetics, and scooters will continue to pay the—often deadly—price. These practices also can set drivers up to fail by making mistakes more common and the consequences more deadly, even when following the rules.

Unlike last year, there has since been a massive new infusion of federal transportation spending through 2021's infrastructure law, the Infrastructure Investment and Jobs Act (IIJA). ¹³ This new law has been touted as a way to improve safety, but it merely allows more spending on safety. This cuts both ways, as this flexibility also allows less spending on safety, at the discretion of state and local leaders.

The following pages include a wide range of recommendations, from addressing the dangers of vehicles that are getting larger and heavier, to the measures and models that lead states to build unsafe streets in the first place, spanning national actions USDOT should take, all the way down to practical steps that cities, towns, and residents can take to make safety the top goal.

We can't properly evaluate safety without better, more comprehensive and timely data.

The only national dataset on traffic fatalities, the Fatality Analysis Reporting System (FARS), has numerous limitations. First, the 10-16 month lag in data makes it impossible to evaluate current or even very recent conditions. In a typical year, FARS data for the previous year is released sometime in the fall of the following year. This year, 2020 data took until April of 2022 to be released. Second, FARS data also fails to properly account for fatalities involving people with disabilities. While the National Highway Traffic Safety Administration recently made some improvements here, wheelchair and scooter users are still inappropriately grouped with road users like skateboarders and roller skaters. It's incredibly hard to evaluate safety with data that are never current and which fail to capture the full picture of who is harmed, where, and how. Local crash reporting that feeds into FARS has major issues too, such as a significant share. of fatalities without race or ethnicity recorded, making it difficult to evaluate disparities with who is at greatest risk.

The pandemic also showed that we need better data on walking trips overall.

Transportation agencies focus almost exclusively on trips to work. But the work trip is a small minority of trips—even more so since COVID-19. Collecting comprehensive data on walking (similar to data from StreetLight Data we tap in this report) would help us measure the extent to which pedestrians are exposed to traffic danger. We can't say we care about a group of travelers that aren't counted.

Federal agencies must lead and use every tool at their disposal to improve safety and remove barriers to safety especially those for which they are responsible.

First, USDOT should adopt the position that safety and speed are incompatible goals in cities, towns, villages and anywhere with many conflict points and vulnerable users; and they must stop allowing transportation agencies to claim safety benefits from congestion reduction projects because higher speeds on surface streets lead to more crashes and more deaths. Nor should USDOT use its "value of time" guidance to allow higher vehicle speeds to be credited as travel time savings, especially while failing to quantify the negative impacts on safety or increased time commuting for those traveling outside of a vehicle.

Second, NHTSA made progress by finally including pedestrian safety in their New Car Assessment Program proposed rule. However, additional improvements should be made to ensure that vehicle design does not impede direct vision of people in front of the car and incorporate pedestrian survivability into the ratings.

Third, FHWA should update design standards, like those in the Manual on Uniform Traffic Control Devices (MUTCD), to stop prioritizing vehicle speed over safety. Also, FHWA can release stronger clarifying enforcement on federal rules like those on the protection of nonmotorized transportation traffic (23 USC 109(m)).

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USDOT should steer more funding toward improving safety, and provide transparent reporting on state spending.

USDOT must prioritize safety with the \$200 billion in discretionary competitive grants that they control from the the Infrastructure Investment and Jobs Act (IIJA). And then USDOT should steer the funding that goes out to states and metropolitan planning organizations to safety too. They could do this by monitoring and reporting on how much state funding is spent on improving safety for vulnerable users. And when states go through the required process of setting annual targets for improving safety, USDOT should use their bully pulpit to praise the states that are setting strong targets and meeting them, and they should point out the states that are taking federal taxpayers' money and setting targets for more people to die. Lastly, to make sure the local projects funded by new programs-like the Complete Streets set-aside within the Metropolitan Planning Program-contribute to reducing pedestrian fatalities, FHWA should include the best practices of a Complete Streets approach, including how to build equity, implementation, and other key tenets into their plans.

Congress should fully fund all programs intended for combating the rising rates of pedestrian fatalities.

The Healthy Streets Program and the Active Transportation Infrastructure Investment Program were created by the IIJA for protecting pedestrians, but these grant programs have so far remained unfunded by Congressional appropriators, so localities cannot take advantage of them. Congress should have made safety, and not state flexibility, the priority in the IIJA. Until they revisit the transportation program, they should at the very least fully fund these programs and others like RAISE that support safety improvements. If Congress truly cares about safety, they will not wait five more years until the next transportation authorization is due to make changes to the federal transportation program as a whole to ensure there is no flexibility to undercut or underfund clearly needed safety improvements.

In addition, Congress should enable stronger federal action by directing USDOT and FHWA to release stronger rules and guidance on protecting vulnerable road users.

States must make safety the top priority governing all street design decisions.

Instead of prioritizing moving vehicles faster in a one-size-fits-all approach to nearly every type of road, states should prioritize safe access to destinations for people walking on streets in developed areas, whether big urban areas or rural villages. This means the default approach should be building good, protected sidewalks and paths, and slowing traffic down to speeds that are appropriate for the inherently frenetic environment in busy corridors. (And prioritizing throughput only on limited access or separated highways.) It also means working with local land-use authorities to better connect communities and shorten the distances between key destinations. With walking trip rates increasing, the pandemic uncovered a massive unmet demand for walking for all purposes, including transportation. Many states need to change their mindset to treat walking and biking as important modes for everyday transportation, not merely leisure activities.

States must use the enormous freedom and flexibility of federal highway funds to prioritize safety.

State DOTs tend to fund safety projects with small, safety-specific programs while spending their remaining billions of federal highway dollars on roadway projects that increase vehicle speed and undermine their safety-focused spending. This is counterproductive. Safety is not an add-on feature or only the purview of other smaller programs. A real commitment to safety over speed means using every available dollar to fund safety projects like traffic calming, slower road design, and pedestrian infrastructure. It does not mean just tacking pedestrian facilities onto otherwise dangerous high-speed roads. The flexibility given to states means the responsibility for safety improvements and the accountability for the safety performance of their transportation system falls to them.

II. Recommendations

Cities and towns can lead the way on prioritizing safety, and they should pressure their states to follow suit.

First, one notable change in the 2021 infrastructure law: For federally funded projects, cities are allowed to adopt and use safer street design guidelines approved by the FHWA, such as those from the National Association of City Transportation Officials (NACTO), even if a state has prohibited cities from doing so. The American Association of State Highway and Transportation Officials (AASHTO) also provides newer guidance on street designs for bicyclists and pedestrians, which can be used by cities or states.

Second, cities should adopt and implement their own Complete Streets policies and NACTO design guidance to prioritize the safety of all road users and set safe speed limits on their roadways. Safety investments should be targeted in the most deadly places—for instance, low-income neighborhoods and communities of color where people are more likely to be struck and killed.

Finally, local and regional agencies must consider the impacts of land use on pedestrian safety, namely the requirements that homes be placed far from jobs, groceries, retail, banks and other essentials. Land use and zoning rules should prioritize development patterns that make it possible for more people to live closer to essential goods and services.



How to redesign your city's most dangerous streets to save the most lives By Alex Engel and Kate Fillin-Yeh, National Association of City Transportation Officials

Far too many people walking, biking, and waiting for the bus die on North America's streets. They don't have to. Proven tools—from safer speed limit setting to safer street designs—have proven to save lives, and can quickly stem America's traffic safety crisis. Here's how.

Analyze where the worst streets are and who needs to be in the room for change.

While nearly every street in the U.S. could be designed to be safer, by far the most dangerous streets are the big, fast, wide streets designed for cars to run at expressway speeds through busy cities and towns.

Transportation engineers call these streets "arterials," but these car-focused streets are also where people live, work, go to school and shop.

In urban areas, arterials make up 15% of all roads but are where a whopping 67% of pedestrian deaths occur.



High Crash Network Map, from Hoboken, NJ's Vision Zero Action Plan. The city of 60,000 has not had a traffic death in more than four years.

These streets are disproportionately in lower-income communities of color, and are also disproportionately owned by states. In fact, over half of traffic fatalities in urban areas occur on state-owned roads, meaning that cities and states must work together (sometimes with an assist by advocates) to stem this deadly crisis. By starting with the simple step of analyzing where the most dangerous streets in a city are (and overlaying it with analysis that fatality numbers by themselves may miss, like access to destinations and racial equity metrics), practitioners and policymakers gain two valuable tools. First, a ready-made prioritization list of where to save the most lives and improve equitable outcomes and, second, data-based evidence that can be presented to decision-makers to outline the case for redirecting resources where they are most needed.

(2) Reset speed limits to be compatible with human life.

Speed is the primary factor determining whether someone will live or die in a traffic crash. Yet, most speed limits in the United States are set using an oversimplified and outdated method: tracking 100 drivers going as fast as they want (without traffic) and setting the speed limit at the 15th-fastest driver.



Examples of speed limits set using conflict density and activity analyses, from NACTO City Limits. An increasing number of cities nationwide are tossing the 85th percentile and instead using modern approaches to speed limit setting.

This deeply flawed approach rewards the fastest drivers with increasingly-high speed limits incompatible with safety for everyone else (including other drivers). And because we build roads to support speeds above the posted speed limit, there will always be a substantial number of drivers traveling above the already-too-high speed limit, escalating speeds further.

Modern approaches, like NACTO's peerreviewed City Limits, offer a contextual, holistic approach to speed limit setting using multiple methods. City Limits provides a framework for holistically setting safe speed limits in urban areas. In contrast to common yet outdated approaches that result in unsafe streets. Practitioners can reset speed limits using either recommended default speed limits on many streets, or set corridor speed limits on dangerous high-priority streets through a safe speed study.

Safer speed limits, even in the absence of other interventions, can improve safety. However, safer speed limits open up an even more powerful tool: street design. In many places, options for how a street can be configured are limited by the posted speed limit of that street. Setting a safer speed limit is the first step to a safer street design.

(3) Use proven street designs that save lives and make places more vibrant.

As cities across the world have found, there is a robust, proven toolbox of design approaches that they can use to make streets safer. These include: narrowing traffic lanes and turn radii, adding curb extensions, safety islands, and high-visibility crosswalks, ensuring sidewalks and bike networks are robust, connected, and accessible. In most places, these safety enhancements produce almost immediate results—cities see significant drops in fatalities and injuries in the places where they have redesigned the street.

Another street design strategy that improves safety includes prioritizing transit—the safest travel mode—with dedicated space for buses, safe places to walk to the bus stop, and comfortable places to wait for the bus.

Design guides like the NACTO Urban Street

Design Guide and the Ohio Department of

Transportation's Multimodal Design Guide

offer safety-focused alternatives to the

outdated design guides that still use highway

engineering principles for streets shared with
all users.

Guest supplement: NACTO on how to design for slower speeds and safety first

Manhattan

Rivit and Second Avanues

REPORE



Traffic tignals

Synchroniza traffic signals to slower, safer speeds to discourage speeding

Eur Line

Dadicate lane for besse

Crosswalks

Add crosses/ks where pediatribus worst to cross

Lane Designation

Clarify who belongs where: Use appropriate lene widths: 10 feet wide in urban aread, with ffulloot lanes (see pur directions on bus and truck routes.

Pedestrian Safety Islands Shorton the process distance

Parking Protected / Suffered Dicyclist Lane Provide greater separation between users reducing conflict



AFTER

Where the DOT has made changes, fatalities are down 34%.

(4) Document results, iterate, and share them out.

The country's streets will not be redesigned all at once. While the most dangerous streets should be prioritized, routine maintenance—repairing or repaving a street—provides an opportunity to evaluate and improve the design of the street under repair, stretching limited construction budgets.

Documenting the conditions on a street, including before-and-after photos, traffic speeds, the number of people walking and biking on a street, transit ridership, crashes, severe injuries, and fatalities (especially when compared to citywide or statewide trends), can build the case to engineers, residents, and officials alike for design interventions that make streets calmer, safer, and more pleasant places to be.

These evaluations can also be used to iterate and improve on a street's designs. Streets are always evolving to some degree. Successful street redesigns often attract more people walking, biking, and taking transit. Revisiting street redesigns helps accommodate these new users, and make previously-inhospitable environments even safer and more vibrant.

- NACTO City Limits Guide: https://nacto.org/safespeeds/
- NACTO Urban Street Design Guide https://nacto.org/publication/ urban-street-design-guide/
- Ohio Department of Transportation Multimodal Design Guide: www. transportation.ohio gov/working/engineering/roadway/manualsstandards/multimodal

At left, an example of a street redesign; photos courtesy of NYC DOT.

III. The pandemic changed how we measure walking and danger



The COVID-19 pandemic fundamentally changed traditional commute and travel patterns, as individuals and organizations transitioned to remote or hybrid work and schedules changed overnight. When it comes to how people get around, as well as walking rates, many of these shifts are here to stay and future years will likely look more like 2020 than they do like 2019. The impact of these shifts on the data we have relied upon in the past, coupled with significantly higher fatality rates during the pandemic, made it difficult to assess pedestrian danger in the same way as past reports, compelling us to reconsider how we measure danger and rank states and metros to address the unique impact of the pandemic.

After more than a decade of calculating pedestrian danger in the same way, this edition of Dangerous by Design ranks states and metro areas based on deaths per 100k residents (instead of factoring in how much people are walking) over a five-year timeframe (instead of 10 years.) These two significant changes mean that the rankings in this report are not directly comparable to previous editions. We look forward to being able to once again compare editions of this report to another in future years, but these methodological

updates will allow us to better examine the dangers and deaths that occur on our streets in light of the permanent transformations brought by COVID-19.

Previously, we compared the relative danger of states and metro areas using the Pedestrian Danger Index (PDI), an equation that takes into account deaths per population and walking rates derived from U.S Census data on the share of people walking to work. This index allowed us to compare places that have a higher number of fatalities because of the large population and huge number of walking trips—like New York City—with metro areas that have fewer fatalities or people but a far greater exposure to danger per walking trip—like Jackson, MS. But the dramatic changes in commuting brought by the pandemic necessitated a shift away from this data.

Up until the pandemic shut things down in March 2020, the share of people walking to work was a good, if limited, proxy for the amount of overall walking in a region or state. With a huge share of work trips evaporating and commuting patterns indefinitely changed, this was no longer the case. For example, what about people who did not travel to work in person in 2020 due to

childcare needs, unemployment, or new remote work schedules? Though walking trips for commuting went way down during the pandemic, other data sources showed that walking overall actually increased during the pandemic. So this year's report includes a brand new section (*IV*) that taps some new walking data from other sources to gain a better understanding of how and where people walk and how that affected fatalities, providing a deeper look into what happened on our streets in 2020.

The second notable change in the methodology is a shift to rank states and metro areas based on five years of data rather than 10.

Using 10-year time periods has allowed each report to be compared to the previous edition, which also allows the public to easily see how states or metro areas are getting more or less deadly. Unfortunately, as noted above, the pandemic's impact on walking data was going to make this continuity impossible, which gave us the chance to depart from the tenyear horizon and begin assembling state and metro rankings in this 2022 edition using a five-year time period, from 2016 to 2020 in this edition.

The changes brought by COVID aren't just a blip—commuting and travel patterns have been permanently transformed. Shifting to five years allows us to both more heavily weigh what happened in the pandemic year of 2020, while also drawing a sharper focus on current and more recent conditions. Additionally, USDOT, states, and metro areas also typically operate on five-year cycles for spending, planning, and performance measurement, making it a logical timeframe.

Despite variation in deaths from year to year, this report also draws some limited comparisons between a single year (2020) and the previous four years to see which areas had the most significant changes during 2020. Nationally, fatalities rose 4.5 percent between 2019 and 2020, and preliminary estimates show an even higher increase in 2021.

Guest supplement: America Walks on the safety impacts of vehicle design

When it comes to design, we must also consider the deadly impacts of ever-larger vehicles

By Mike McGinn, Executive Director of America Walks, former Seattle Mayor

While this report focuses on how our streets are "dangerous by design," the increasing size and weight of personal vehicles are also having an impact on the steadily increasing number of people struck and killed while walking. In addition to designing safer streets, improving vehicle design along four main criteria is also critical for reducing pedestrian fatalities:

Weight: Heavier vehicles like trucks and SUVs, which make up a growing share of both the current fleet and new vehicle sales each year, are more dangerous to both pedestrians and people inside of other vehicles. Their increased weight, combined with higher speeds, increases the likelihood of death. A 2015 study by the Department of Transportation found that "pedestrians are 2-3 times more likely to suffer a fatality when struck by an SUV or pickup truck than when struck by a passenger car."

Size: Vehicle size can also increase the likelihood of a pedestrian fatality in what should be obvious ways. Pedestrians struck in the lower body by a sedan are more likely to roll over the vehicle and survive the crash. Those struck directly in the pelvis, chest, or head by today's much taller vehicles are more likely to die upon impact or be pulled under the vehicle and crushed by the wheels.⁶



Visibility: Taller vehicles decrease the visibility of people walking, increasing the likelihood of a crash. Today's typical passenger pickup trucks and SUVs have significant front blind spots caused by large hoods and bumpers that can blind the driver to pedestrians in their path, especially those who are shorter, like children. Large a-pillars (the frame of the car between the windshield and the driver and passenger windows) are wider and larger on trucks and SUVs, contributing to lower visibility while making turns. In fact, when pedestrians are killed by a turning vehicle, the driver is far more likely to be behind the wheel of an SUV or pickup truck. So if someone walks out into a crosswalk in front of or near a pickup truck or SUV, even if the pedestrian has the right of way, the driver is less likely to see the pedestrian, increasing the odds of a deadly crash.

https://academic.oup.com/restud/article-abstract/81/2/535/1517632

b www.govinfo.gov/content/pkg/FR-2015-12-16/pdf/2015-31323.pdf

c www.consumerreports.org/car-safety/the-hidden-dangers-of-big-trucks/

d www.motorbiscuit.com/why-pickup trucks blind-spots-much-bigger-suvs/

www.shs.org/hews/detail/suvs-other-large-vehicles-often-hit-pedestrians-whileturning

Guest supplement: America Walks on vehicle design

Like the roadway design practices discussed in this report, these vehicle designs set drivers up to fail—to not see people walking until it is too late—and both people walking and drivers pay the price.

Psychology and marketing: Low visibility and high weight create an intimidating and powerful-looking vehicle—a fact not lost on the drivers of these vehicles and leveraged by automobile manufacturers and their marketing efforts. Advertising campaigns for Ford, Hummer, and Jeep rely on militarized language that contributes to a paramilitary aesthetic and aggressive driving mentality.^a

The evolution of each of these four design elements is producing more danger, and is likely a major culprit in our growing rate of traffic fatalities. Truck sales are increasing as a percentage of the US vehicle market share.^b Front blind zones continue to grow.^c Electric vehicles, which are taking up an ever-larger share of the passenger car market, are much heavier than cars with internal combustion



engines.^d Is anyone in charge of protecting the safety of the traveling public paying attention?

The pending update to the New Car Assessment Program (NCAP), a federal program that rates new cars on safety metrics, had the opportunity to penalize vehicles that perform poorly on the above metrics.* But USDOT decided to focus on pedestrian-sensing technology in new vehicles. While technology can help avoid some crashes—and the fact that NCAP finally mentions pedestrians at all is unfortunately an improvement—technology alone will do nothing to make crashes that do occur with these vehicles any less deadly for pedestrians.

Passenger vehicles that are proven to increase the likelihood of a pedestrian fatality should not receive five-star safety ratings. NCAP must change this or these ratings will remain useless to slow or stem the tide of pedestrian fatalities. And safety ratings alone are not sufficient, since they simply provide information. We must update vehicle performance standards to require safer vehicle design for pedestrians. America Walks, among others, has been beating the drum on this, as should everyone interested in pedestrian safety. F



a https://popule.com/2019/02/24/about-face/

b www.statista.com/statistics/199980/us-truck-salessince-1951

www.blcomberg.com/news/articles/2021-03-11/thedangerous-rise-of-the-supersized-pickup-truck

d www.washingtonpost.com/business/energy/ electric vehicles are setting bigger and heavierwhy/2022/02/07/s8d55e68-87ea-11ec-838f. Oc/df69cce3c story.html

e www.regulations.gov/document/ NHTSA-2021-0002-0001

www.vice.com/en/article/4ade/pj/the-us-invented-lifesavine-car-safety-ratings-now-theyre-useless

g https://americawalks.org/america-commentsvehicle-safety/.https://americawalks.org/now-federalvehicle-safety/.https://americawalks.org/advocate-forpedestrian-safety/.

IV. The most dangerous places to walk in the United States

The top 20 most dangerous metro areas

This map highlights the 20 most dangerous metropolitan areas in the United States for people walking between 2016 and 2020, ranked by average yearly deaths per 100,000 people. As in previous versions of this report, metro areas within the southern half of the US account for a sizable portion of the top twenty most dangerous metro areas in the nation. The top 20 list includes 15 of that region's major metro areas, including seven from Florida.



Rankings shift around, but all of the most deadly metros are getting worse

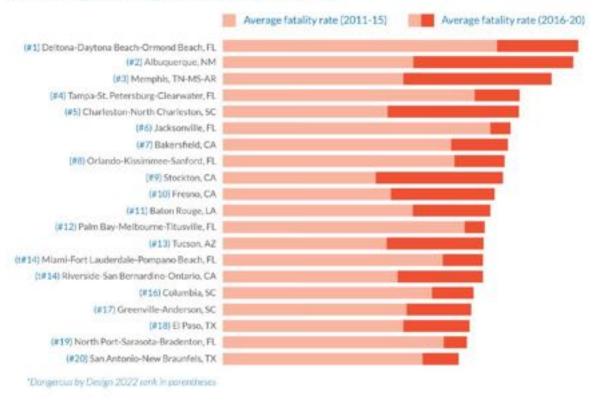
The rankings within each edition of this report shift and metro areas may slide up and down, but every single one of the 20 most deadly metro areas has grown more deadly over the last decade. As the graphic on the previous page shows, a fatality rate that would have topped these rankings five years ago is only good enough for ninth-most deadly this time around.

No top 20 metro area that improved their position in this edition achieved that feat because they reduced their fatality rate. All 20 have grown more deadly. (See the graphic at right.)

The metros that have slid down ("improved") in the rankings have done so not because they have gotten safer, but because other metro areas have grown more deadly at astonishing rates, such as **Albuquerque**, **Memphis**, **Charleston**, **Stockton**, and **Fresno**. (See the graphic on the following page.)

No metros in the top 20 are improving

All have gotten significantly more deadly



Have any metro areas been trending safer over the last decade?

As deaths have been on a steady and alarming increase nationally, have any metro areas been trending in the opposite direction, getting safer over the last decade? Comparing an average fatality rate for the past five years (2016-20) with the previous five years (2011-15) we found that only a handful of metro areas (19 of 100) were bucking the national trend, albeit with only marginal gains, at best. Looking closer, the other 81 metro areas were growing far more deadly than these 19 metro areas were improving (see graphic at right). The average increase in the fatality rate in these 81 metro areas was 4.5 times greater than the average improvement within the 19 metro areas that were trending marginally safer over the decade

There are plenty of examples of successful safety improvements that have reduced fatalities on specific corridors within many of these largest 100 metro areas. But these metro areas have built 70 years of dangerous roads to retrofit, and these improvements, while welcome and needed, are the exception and not the rule.

For this reason it has failed to lead to meaningful reductions in deaths across metro areas, states, and the nation. And at the same time states and cities are improving safety on specific corridors or intersections, many are building new roads with all of the same old issues. We need a transformation in the entire system—the task is monumental, and the effort needs to be sustained for years at the scale of this enormous problem.

We will fail to reverse this tragic trend until we fundamentally change the status quo of how we approach planning, designing, and operating our roads across every transportation project.

Long term trends in fatalities:

Which places have been trending safer or more deadly over the last decade?



What happened during the pandemic in these metro areas?

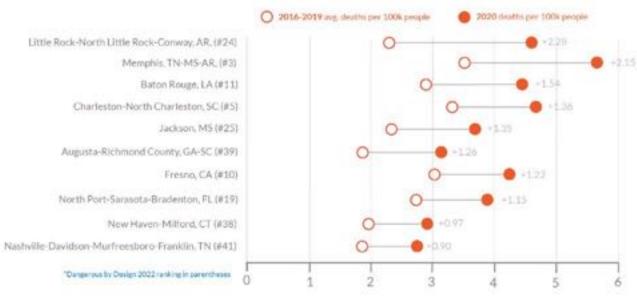
Even as the amount of driving dropped overall, 67 of the largest 100 metro areas saw increases in the deaths of people struck and killed while walking during the pandemic, compared to the previous four years. While some variation is expected from year to year—which is why we don't typically compare a single year of data, outside of the unprecedented circumstances brought by

the pandemic—these 2020 increases were significant in a number of metro areas. The ten metro areas with the highest increases (comparing 2020 with an average rate for 2016-2019) are depicted in the graphic below. These ten metro areas with the biggest increases are all also among the top 40 most dangerous in the country.

Unfortunately, only 33 metro areas saw their fatality rates decrease during the pandemic, and most of those changes were marginal, especially when compared to the increases in other metro areas.

Section VI later in this report examines the metro data, finding that metro areas where a large share of people were walking to work before the pandemic (because the infrastructure and land use support it) experienced lower increases in death rates.

Largest increase in pre-pandemic vs 2020 death rates

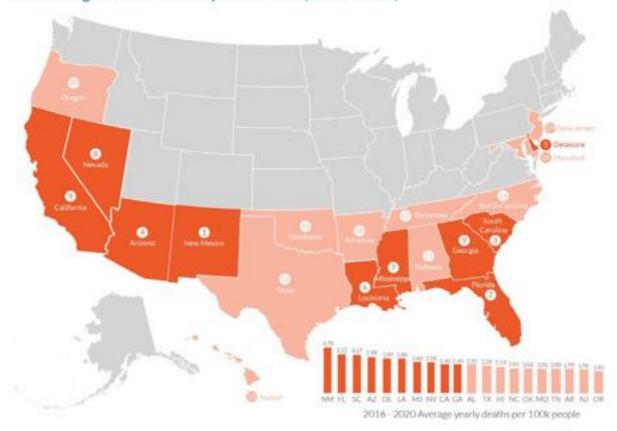


The top 20 most deadly states for pedestrians (2016-2020)

The graphic at right depicts the top twenty states with the highest number of pedestrian deaths.

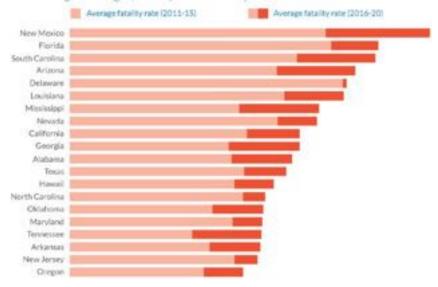
States in the southern half of the US are again overrepresented in the top ten most dangerous states, which is not surprising. The bulk of the growth and development in these regions has taken place in an era (post-1960) where low-density sprawling land uses and high-speed, multi-lane arterial highways have been the dominant form, with historic amounts of state and federal transportation funding poured into street designs that are deadly for everyone, especially people walking.

THE TOP 20 Most dangerous states for pedestrians (2016-2020)



No states in the top 20 are improving

All have gotten significantly more deadly



Have any states been trending safer over the last decade?

This year, the rankings for the deadliest states for pedestrians changed slightly. Previous #1 Florida—where it should be noted that overall deaths still increased significantly in 2020—was surpassed by the increase in New Mexico, which is now the most dangerous state for pedestrians. No state that improved their position in this top 20 list achieved that feat because they reduced their fatality rate. All 20 have grown more deadly with a higher fatality rate compared to their average rate for 2011-2015.

Long term trends in fatalities

Have any states been improving over the last decade?



Have any states managed to reduce their fatality rate and buck the national trend over the last decade? Have any states been trending safer? The answer is *almost* "no"—46 states have been in lock step with the national trend, growing yet more deadly over the last decade.

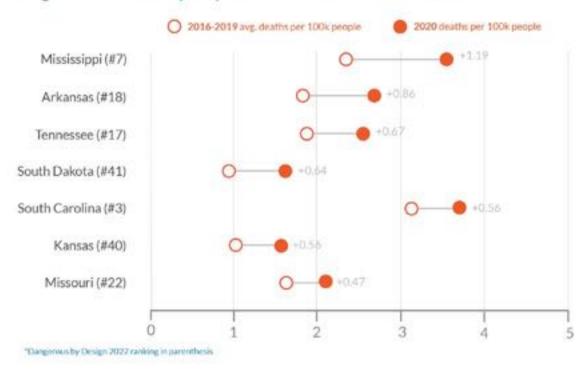
Comparing average fatality rates for the past five years (2016-20) with the five years previous (2011-15) we found that only four states, **New York, North Dakota, Massachusetts**, and **Montana** (plus the **District of Columbia**), managed to lower their fatality rates.

What happened during the pandemic at the state level?

Unfortunately, even though driving overall dropped precipitously, only 18 states saw their fatality rates decrease during the pandemic (compared to the previous four years) and, similar to our findings in metro areas, those decreases were mostly marginal.

Mississippi, Arkansas, Tennessee, and South Dakota saw the biggest increase in the rates of death during the pandemic compared to the previous four years. These states are also among the top twenty most dangerous states overall.

Largest increase in pre-pandemic vs 2020 death rates



V. Most vulnerable populations



The COVID-19 pandemic perpetuated existing disparities in terms of who is most likely to be struck and killed while walking. Although people of all ages, races, income levels, and abilities are affected by dangerous street design, certain populations bear the brunt of the burden. People of color, low-income residents, and older adults are much more likely to die while walking, and the many people who exist at the intersections of these identities are even more vulnerable.

Decades of structural racism have included prioritizing travel to and from wealthier, whiter communities, forced displacement, disinvestment or neglect, a focus on building new rather than repair, and spending a greater share of transportation dollars elsewhere. The results have been a greater share of poorly designed streets that lack even the most basic pedestrian safety features like crosswalks, signals, and refuges, and are frequently divided by wide, high-speed roads that create life-threatening conflicts for people walking.

Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



Non-drivers also face significant disparities, particularly those who rely on assisted mobility devices such as wheelchairs, walkers, prosthetics, and scooters. Existing streets lack consistent sidewalks, curb cuts, and safe intersections, making it difficult for nondrivers to navigate their communities and reach key destinations.¹⁴

Race and ethnicity

People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group, as illustrated in the graphic on the previous page. Despite making up a smaller proportion of the population, people of color are overrepresented in the percentage of pedestrian deaths.

It's worth noting that race and ethnicity are some of the most inconsistently reported components of federal fatality data. **11 percent of all pedestrian fatalities we examined failed to report race or ethnicity.** A handful of states are particularly egregious offenders on this count, including Connecticut (43% of pedestrian deaths missing race data), New York (39%), Pennsylvania (39%), California (29%), Maryland (28%) and Hawaii (24%).

With this point in mind, the disparities we see nationally in deaths by population could be even worse in reality. With 1,381 of 4,729 pedestrian fatalities lacking race/ethnicity data, California has the largest absolute number of fatalities in this category. Consider: If Hispanic/Latinx people make up the same share of those ~1,300 deaths as they do of California's population overall (40 percent) the **national** fatality rate for Hispanic/Latinx people would significantly increase, from 1.8 to 2.0.

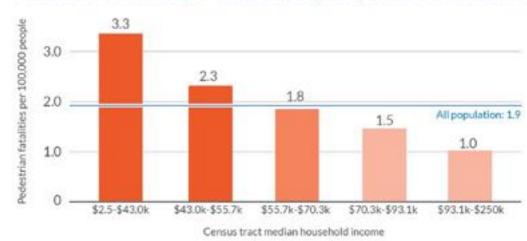
The existence of dangerous, auto-centric infrastructure in communities of color is a result of "urban renewal" projects like the construction of the interstate system, which was intentionally sited through many Black and Brown communities, displacing millions of people and causing catastrophic damage for decades to those left behind, like increased exposure to pollution, worse access to jobs and services, and devastated local economies.¹⁵



Black and Brown neighborhoods also tend to have more high-speed roads, poor visibility, and heavy traffic volume, and a lack of facilities for people walking. In many cities, communities of color house a disproportionately high share of the most deadly roads, devoid of pedestrian infrastructure. For example, in Philadelphia, a full 46 percent of the most dangerous roads are in poor areas mostly populated by people of color. And Black pedestrians are more likely to be subject to inequitable traffic enforcement and are more likely to be stopped, ticketed, and arrested for jaywalking and other walking violations.

This continues to occur as transportation agencies spend enormous sums to make trips for people traveling through these communities faster and easier at the expense of those places. As just one example, this can be seen in how agencies positively assess the impact of a potential new road on congestion, while failing entirely to consider the impact on people in that community who will no longer be able to safely or easily travel from one side of the road to the other.

Pedestrian fatalities per 100,000 people by census tract income



Low-income communities

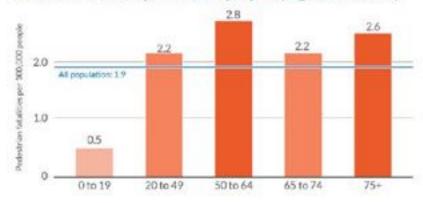
While the federal database of fatalities does not include the household income of people struck and killed while walking, we do know where individuals were walking at the time of death. And the data is clear: the lower the income of the census tract, the more likely a person is to be struck and killed while walking there. Despite accounting for only 17 percent of the population, lower-income neighborhoods (those with a median household income of \$2,500-\$43,000) are where more than 30 percent of all pedestrian deaths occur.

Poor walking infrastructure and a lack of safety features put people walking in low-income neighborhoods at higher risk, and many lower-income households do not have access to a vehicle and must rely on walking or public transportation to get around.

Older adults

People between the ages of 50 and 65, and people over 75, are also more likely to be killed on our streets. Considering that the U.S. Census Bureau projects this segment of the population to continue growing, with 1 in every 5 Americans aged 65 or older by 2030, these deaths are likely to increase absent other changes.²⁹

Pedestrian fatalities per 100,000 people by age (2016-2020)



A survey from AARP also found the majority of older adults want to age in place in their homes and communities. ³⁰ To do that, they need safe and accessible streets that allow them to move around independently and access essential services in order to age in place comfortably. If they can't safely walk, they may experience severe social isolation, which can negatively impact their physical and mental health.



Traffic enforcement cannot do the job of better roadway design By Priya Sarathy Jones, Fines and Fees Justice Center

After reading a report like this, some reporters, residents, and local leaders may be tempted to reach for increased traffic enforcement and financial penalties as an obvious solution. But relying on enforcement and financial



penalties to solve issues that stem from street design cannot solve the epidemic of traffic fatalities. And even a simple traffic ticket can trap working families in a vicious cycle of poverty and punishment if they can't afford to pay the stiff fines and fees that jurisdictions often impose.

Design, on the other hand, is an upstream solution. When streets are designed with safety in mind, people intuitively drive more slowly, making them able to notice and process important signals from their environment, preventing dangerous behavior before it occurs, and focusing efforts on safer systems rather than individual behavior.

When streets are designed primarily to move as many cars as possible as fast as possible, and people are not provided the infrastructure they need to walk and bike safely, enforcement often punishes travelers for behaving logically. It is no mistake that one of the most common forms of speed limit enforcement is called a "speed trap." When a road looks and feels like a highway and is designed for 45mph or more but has a speed limit of 35 mph or less, many drivers are not aware they are making a mistake—until it's too late. The result of that is frequently issued

citations, but not a change to overall driving behaviors.

And for state and municipal governments, using fines and fees as the primary mode of enforcement often leads to over-reliance on ticket revenue to fund basic government services, which can distort law enforcement priorities and erode trust between communities and police.*

Leaning so heavily on enforcement to manage individual behavior—while neglecting the more powerful systemic tool of designing streets that produce safer, slower driving overall—can increase the likelihood of abuse and exacerbate the existing disparities and inequities that people living in Black and Brown and low-income neighborhoods already face, all without reducing crashes.

According to the Bureau of Justice Statistics, traffic stops and car crashes account for at least 66 percent of contact between police and the public in the last decade, making dangerous streets the most frequent place for incidents of police brutality, particularly for low-income and minority residents. In addition to often being overpoliced and being more likely to face police violence, Dangerous by Design shows how communities of color also disproportionately bear more of the burden of poor street design. This combination of factors creates a uniquely dangerous situation in these communities which requires systemic changes.

https://finesandfeesjusticecenter.org/articles/investigation-ferguson-policedepartment/

b Thompson, D. (2020, June 11). Unbundle the Police. The Atlantic. www.theatlantic.com/ideas/archive/2020/06/unbundle-police/612913/.



Tickets may even be given to people walking in places where there aren't any sidewalks, as with this road. Photo courtesy of Scott Crawford.

And this problem is not unique to driving, as enforcement has also become a major component of so-called "pedestrian safety" initiatives, which also tend to place a greater emphasis on communities of color. Between 2012 and 2017, Black pedestrians in Jacksonville, Florida constituted 55 percent of all ticketed pedestrians despite making up only 29 percent of the population. Though several factors are likely at play, infrastructure is a key aspect. Pedestrian infrastructure tends to be least available in Black and Brown communities, while car ownership is less common. And in low-income communities, the financial penalties of traffic enforcement create economic hardships and financial burdens that can include life-altering consequences: late fees, license suspension, loss of employment, and a vicious debt cycle.

Automated enforcement (like speed cameras) is another way to enforce behavior, but without transparency and clear guardrails about how it's deployed, it can be subject to the same biases as human enforcement, further perpetuating inequities, and deepening government reliance on fines and fees for revenue. After all, decisions about where to place enforcement equipment, how much a fine is for each ticket, and what fees to add on, are still being made by state or local officials.

For example, after a recent initiative to install traffic cameras in Chicago, Black and Brown zip codes were ticketed at roughly twice the rate of white neighborhoods, leading to significant financial hardship and even bankruptcy. And when Chicago changed its speed camera program in early 2021 to issue citations at 6 mph over the speed limit, the city generated \$89 million in fines in one year raising the daily tickets issued from 1,100 to 9,000. Meanwhile, the number of pedestrian fatalities in Chicago increased in 2021.

As a biker and pedestrian myself who lives with young children in a major city, I think about street safety every time I step outside my home. I understand the temptation to deal with growing traffic violence with expanded enforcement efforts. But enforcement alone will fail to solve the fundamental problem: streets designed for the very behavior that enforcement is trying to eliminate. The best strategy for more effective and equitable enforcement is to reduce how much it's needed, by redesigning streets that make safer behavior easier, more intuitive, and ultimately more likely.

Learn more:

https://finesandfeesjusticecenter.org

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VI. What pandemic walking rates tell us about making streets safer



The U.S. Census provides data on the share of people who walk to work, but as noted in section III, this data focused on work trips experienced major disruption during 2020. In this expanded new section for this edition of Dangerous by Design, we chose to look at overall walking trip rates across metro areas using data provided by StreetLight Data. Their data help show how much more overall walking is taking place, and potentially how much additional demand there is, compared to using only the U.S. Census data limited to only commute trips. Combining the Census data on walking commutes with this new set of walking indicators from Streetlight Data allows us to better understand how changes in walking during the pandemic impacted safety.

StreetLight leverages anonymized information from cellphones and mobile devices to provide us with an index of walking trips for each metro area and state analyzed in this report. These index numbers are most valuable for comparing the amount of walking trips in different places and changes over time, rather than providing an actual count of all trips.

But they also have their limits. StreetLight Data include walking trips of all purposes, both to essential places like work or grocery stores as well as walking trips for recreation or exercise that might occur in parks, in gated communities, on trails, and even on beaches. These are wonderful community amenities, but trips away from vehicle traffic are not useful in judging the relative safety for pedestrians exposed to vehicles across metro areas and states.

Four things we learned about the pandemic's increase in walking and deaths

For this portion of the analysis we used walking data from both the U.S. Census and StreetLight to examine the impact of increased walking during the pandemic. We grouped metro areas into two categories by their death rates from 2016 to 2020 (more deadly, less deadly) and discovered **four basic trends**:

- StreetLight's data shows that walking increased everywhere during the pandemic, but those increases only led to more deaths in certain metro areas.
- 2. In 2020, fatality rates increased the most on average in the metro areas that were already more deadly and had lower shares of people walking to work before the pandemic. In short, the more deadly metros also saw the biggest increases in fatality rates. Walking rates also increased the most in these metro areas, illustrating a pent-up demand for walking in the most unwelcoming and unsafe places.
- 3. In 2020, fatality rates decreased (or increased the least) on average in the metro areas that were less deadly and had higher shares of people walking to work before the pandemic. The places where more people choose to walk to work tend to be places that also have the street design and land use that make it safe to do so.

4. **More walking doesn't have to result in more deaths.** We can get more people walking to more places without seeing deaths increase, if we prioritize their safety from the ground up. This tracks with the worldwide trend—increases in walking and drops in driving only led to more deaths in the US and two other developed countries. Most got safer.

We explain more about the process and the methodology for these four findings in the following detailed section.

Separating the more deadly from the less deadly metro areas

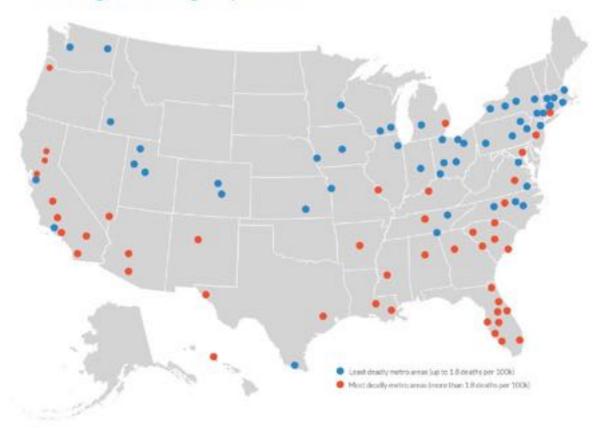
To get a better understanding of whether increases in walking during the pandemic led to increases in deaths, we divided the 100 largest metro areas into two groups, or clusters. One group consisted of more deadly cities (more than 1.8 deaths per 100k) and a second group consisted of less deadly cities (up to 1.8 deaths per 100k). These groups are roughly equal in size, with about 50 cities included in each. We then compared the changes in death rates and differences in walking between the two groups. There was a large difference in average death rates for 2016-2020 between these two groups: 2.7 annual deaths per 100,000 people on average in the more deadly Group 1, versus 1.3 in the less deadly Group 2.

Fewer people walk to work in the more deadly places

Looking at these two groups of metro areas, clear patterns emerged. A considerably larger share of people walked to work before the pandemic in the less deadly metro areas (Group 2, shown in blue): 2.6 percent of commuters on average versus 1.7 percent in the more deadly group of metro areas (red). There is also a clear cutoff between the two groups when it comes to walking commuters: almost all cities in the less deadly group had a higher share of people commuting by walking than any of the metro areas in the more deadly group.

These two groups have less pronounced but still noteworthy differences in walking overall, as shown by the walking trip index values provided by StreetLight Data for 2016-2020. Overall, metro areas in the more deadly group have higher walking trip indexes, averaging 2.9, whereas the average walking trip index for the less deadly metro areas is 2.6. However, some of the most deadly cities like **Orlando** and **Las Vegas** had exceptionally high walking trip index values (greater than 4.) These cities have a large population of

Grouping metro areas by fatality rates to measure the impact of walking rates during the pandemic



tourists walking in parks, beaches, and other tourist-oriented areas, which could account for these high walking index values, but are also generally heavily car-oriented in much of their surrounding regions, likely contributing to high death rates. Many metro areas with the highest walking trip indices were also in states like **Florida** and **California** where private development often includes trails and other off-street amenities for walking recreationally in places with no exposure to cars or fast-moving traffic.

More walking only made certain metro areas more deadly in the pandemic

MSAs in the more deadly Group 1—those with lower walking to work rates—saw a significantly larger increase in death rates on average during the pandemic: 15 percent. By contrast, MSAs in the less deadly Group 2 with higher walk to work rates on average actually saw a 1.4 percent decrease in death rates on average.

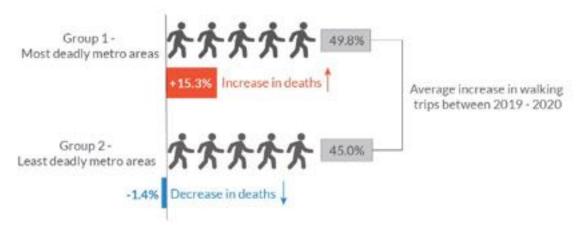
Did stark differences in the amount of walking contribute to the different death rates between these two groups of metro areas during the pandemic? For many cities, the answer seems to be no. The average changes in walking trip rates in each group of metro areas were relatively comparable, but the effect was not the same.

This phenomenon is best characterized by metro areas on the extreme end of the spectrum in the more deadly group like **Little Rock**, **AR**, **Augusta**, **GA**, and **Jackson**, **MS**, where a 60 percent increase in walking trips or larger corresponded with a similar increase in death rates. For especially deadly cities like Jackson, MS, which has consistently scored near the top of our Pedestrian Danger Index, this increase is particularly concerning.

These trends can tell us a lot about how to make communities safer

These patterns are not a coincidence. It makes sense that places where people often walked to work before the pandemic would not see a significant increase in deaths when people started walking more during the pandemic, because places where people walk to work frequently also tend to be places that are better designed to support safer walking trips of all kinds. Communities that were

More walking during the pandemic led to more deaths only in the group of more deadly metro areas (on average)



more comfortable and more welcoming to walk in before the pandemic had more streets designed with pedestrians in mind. Infrastructure that protects people walking or using wheelchairs (like crosswalks and sidewalks) is more common, and these additions also lead to naturally slower vehicle speeds, so crashes are less likely to be fatal.

Places where people walk to work less frequently (where people might commute more often by car, for example) also tend to lack the infrastructure pedestrians need to stay safe. These communities got more dangerous when traffic evaporated on roads already designed primarily for moving cars through at high speed. A sudden increase in walking coupled with fewer cars on the road in these places likely contributed to a perfect storm of conditions and an increase in deaths. No amount of additional walking can overcome a roadway design that is fundamentally dangerous.

The dramatic increase in walking rates across the country during the pandemic shows that there is latent, unrealized demand for more opportunities to safely walk, even in places where the infrastructure is lacking. We should be striving to meet that demand by making it so people can safely walk to destinations like work, but also grocery stores, school, healthcare, and other daily needs.





Endnotes

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Appendix A: Methodology

This report evaluates fatality data over five years (2016-2020) using Fatality Analysis Reporting System (FARS) data from the National Highway Traffic Safety Administration. The most recent data available from 2020 became available in Spring 2022.

The impact of the pandemic on the data we typically use, coupled with significantly higher fatality rates during the pandemic, required a new approach to assessing pedestrian danger, which also allowed us to address the unique impact of the pandemic. After more than a decade of calculating pedestrian danger in the same way—in part so that rankings could be compared over past editions to allow the public to see how places were getting more or less deadly—this edition of Dangerous by Design includes two significant changes: 1) a five-year time frame for pedestrian death rankings rather than ten years, and 2) removing any normalization by walking rates to generate a "Pedestrian Danger Index" and instead reporting on deaths per 100,000 people.

All pedestrian fatalities are reported within the five-year timeframe of 2016 to 2020 which differs from the 10-year time frame used in previous versions of the report. The pandemic's impact on walking data was already going to make continuity with previous editions impossible, giving us the chance to depart from the ten-year horizon and begin assembling state and metro rankings in this 2022 edition using a five-year time period. Shifting to five years allows us to both more heavily weight what happened in the pandemic year of 2020, while also drawing a sharper focus on current and more recent conditions. Additionally, USDOT, states, and metro areas also typically operate on five-year cycles

for spending, planning, and performance measurement, making it a logical timeframe.

While previous versions of the report all used the Pedestrian Danger Index which normalized the pedestrian fatalities per 100,000 people further by walking rates, this report only uses pedestrian fatalities per 100,000 people for all comparisons. In the last report, the Pedestrian Danger Index used journey-to-work trips from the Census American Community Survey (ACS) data. Up until the pandemic shut things down March 2020, the share of people walking to work was a good, if limited, proxy for the amount of overall walking in a region or state, but with shifts in travel behavior that are likely to be somewhat permanent, this was no longer the case.

This year's report includes a brand new section (IV) analyzing how the pandemic impacted walking rates in the 100 largest MSAs using both the ACS walk to work data and StreetLight Data. To gain a better understanding of how and where people walk and how that affected fatalities, we divided MSAs into two groups: dangerous cities (more than 1.8 deaths per 100k) and safer cities (up to 1.8 deaths per 100k) to analyze and compare the average walking commute rates and StreetLight walking indices between the two groups and how death rates and walking rates changed during the pandemic on average in each group.

All population, race, age, and ethnicity data are from the 2016-2020 American Community Survey 5-year estimates, to ensure the most upto-date information at the time of this report. NHTSA FARS data do not include information about the household income of individuals who are

struck and killed while walking; however, they do reveal where people are walking when they are killed. To analyze where pedestrian fatalities occur relative to median household income of the surrounding area, fatalities were joined using GIS to census tracts. The median household income of census tracts was grouped into quintiles to determine high-and low-income communities. Pedestrian deaths were then aggregated into these five tract types, and normalized by the population of the tracts. While FARS data do not include individual-level household income data, this analysis serves as a method to determine whether pedestrians die disproportionately in low-income areas. To calculate the number of fatalities by MSA, a spatial join was performed with the longitude and latitude as reported by FARS.

Appendix: Metro data

Rank	Metro area	Average ped deaths/100k people per year	Pedestrian deaths (2016 - 2020)	Difference in average daily walking trips, 2019 to 2020*	Pandemic change in fatality rate	Long term trend in fatality rate
					(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
1	Deltona-Daytona Beach-Ormond Beach, FL	4.25	140	61%	0.68	0.97
2	Albuquerque, NM	4.19	192	35%	-0.48	1.91
3	Memphis, TN-MS-AR	3.93	264	49%	2.15	1.77
4	Tampa-St. Petersburg-Clearwater, FL	3.55	559	50%	-0.41	0.54
5	Charleston-North Charleston, SC	3.54	140	56%	1.36	1.57
6	Jacksonville, FL	3.44	264	60%	0.19	0.24
7	Bakersfield, CA	3.41	152	31%	0.06	0.68
8	Orlando-Kissimmee-Sanford, FL	3.37	431	22%	-0.72	0.6
9	Stockton, CA	3.35	126	44%	-0.74	1.52
10	Fresno, CA	3.25	161	24%	1.22	1.24
11	Baton Rouge, LA	3.2	137	58%	1.54	0.93
12	Palm Bay-Melbourne-Titusville, FL	3.13	93	60%	-0.39	0.24
13	Tucson, AZ	3.12	162	44%	0.77	1.16
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.11	954	34%	-0.01	0.48
14	Riverside-San Bernardino-Ontario, CA	3.11	716	35%	0.41	1.02
16	Columbia, SC	3	125	69%	-0.03	0.5
17	Greenville-Anderson, SC	2.97	135	79%	0.09	0.77
18	El Paso, TX	2.95	124	34%	-1.76	0.79
19	North Port-Sarasota-Bradenton, FL	2.92	120	71%	1.15	0.28
20	San Antonio-New Braunfels, TX	2.82	354	47%	0.46	0.43
21	Lakeland-Winter Haven, FL	2.81	99	71%	0.67	0.48
22	Phoenix-Mesa-Chandler, AZ	2.8	681	50%	-0.16	0.94
23	Cape Coral-Fort Myers, FL	2.78	105	61%	0.59	0.43
24	Little Rock-North Little Rock-Conway, AR	2.75	102	71%	2.28	1.01
25	Las Vegas-Henderson-Paradise, NV	2.62	292	9%	0.03	0.41
25	Jackson, MS	2.62	78	58%	1.35	0.37

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks. ** Streetlight Data did not have information for metro Honolulu, HI.

Rank	Metro area	Average ped deaths/100k people per year	Pedestrian deaths (2016 - 2020)	Difference in average daily walking trips, 2019 to 2020*	Pandemic change in fatality rate	Long term trend in fatality rate
					(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
27	Atlanta-Sandy Springs-Alpharetta, GA	2.53	752	43%	0	0.82
27	Sacramento-Roseville-Folsom, CA	2.53	296	36%	-0.04	0.74
29	New Orleans-Metairie, LA	2.48	158	24%	0.14	0.38
30	Louisville/Jefferson County, KY-IN	2.47	156	55%	0.36	0.84
31	San Diego-Chula Vista-Carlsbad, CA	2.45	407	20%	0.13	0.57
32	Los Angeles-Long Beach-Anaheim, CA	2.4	1586	6%	0.08	0.53
33	Oklahoma City, OK	2.3	161	66%	0.5	0.83
34	Birmingham-Hoover, AL	2.28	124	82%	0.36	0.75
35	Richmond, VA	2.25	144	48%	0.29	1.09
36	Houston-The Woodlands-Sugar Land, TX	2.23	779	51%	0.12	0.39
37	Austin-Round Rock-Georgetown, TX	2.2	239	43%	0.53	0.44
38	New Haven-Milford, CT	2.15	92	43%	0.97	0.92
39	Baltimore-Columbia-Towson, MD	2.11	295	28%	-0.09	0.43
39	Augusta-Richmond County, GA-SC	2.11	64	73%	1.26	-0.13
41	Nashville-DavidsonMurfreesboroFranklin, TN	2.09	199	53%	0.9	0.88
41	Tulsa, OK	2.09	104	71%	0.14	0.43
43	Urban Honolulu, HI	2.06	101	**	-0.53	0.33
44	Dallas-Fort Worth-Arlington, TX	2.04	761	53%	0.35	0.55
44	Charlotte-Concord-Gastonia, NC-SC	2.04	265	58%	0.4	0.42
46	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	1.98	604	31%	-0.21	0.22
46	Greensboro-High Point, NC	1.98	76	57%	0.11	0.31
48	Detroit-Warren-Dearborn, MI	1.86	401	46%	0.28	-0.01
49	San Jose-Sunnyvale-Santa Clara, CA	1.84	183	11%	-0.04	0.2
50	Portland-Vancouver-Hillsboro, OR-WA	1.83	226	38%	0.02	0.61
51	St. Louis, MO-IL	1.82	255	55%	0.63	0.34

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks. ** Streetlight Data did not have information for metro Honolulu, HI.

Rank	Metro area	Average ped deaths/100k people per year	Pedestrian deaths (2016 - 2020)	Difference in average daily walking trips, 2019 to 2020*	Pandemic change in fatality rate	Long term trend in fatality rate
					(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
52	Syracuse, NY	1.75	57	40%	-0.07	0.93
53	Indianapolis-Carmel-Anderson, IN	1.73	177	56%	0.75	0.23
54	Denver-Aurora-Lakewood, CO	1.67	245	35%	-0.02	0.33
54	Bridgeport-Stamford-Norwalk, CT	1.67	79	42%	-0.5	0.8
56	San Francisco-Oakland-Berkeley, CA	1.61	378	4%	0.06	0.13
57	Raleigh-Cary, NC	1.6	109	54%	0.35	0.2
58	Harrisburg-Carlisle, PA	1.57	45	45%	-1.32	0.6
59	McAllen-Edinburg-Mission, TX	1.56	67	65%	-0.36	-0.08
60	Durham-Chapel Hill, NC	1.54	49	41%	0.21	-0.18
61	New York-Newark-Jersey City, NY-NJ-PA	1.52	1468	20%	-0.11	-0.09
62	Salt Lake City, UT	1.51	92	53%	-0.57	0.09
63	Knoxville, TN	1.49	64	78%	0.16	0.32
63	Winston-Salem, NC	1.49	50	73%	-0.76	0.11
65	Kansas City, MO-KS	1.46	157	68%	0.02	0.31
65	Dayton-Kettering, OH	1.46	59	56%	0.18	NA
65	Toledo, OH	1.46	47	59%	0.31	0.14
65	Chattanooga, TN-GA	1.46	41	71%	-0.28	0.31
69	Washington-Arlington-Alexandria, DC-VA-MD-WV	1.45	452	19%	0.2	0.21
70	Colorado Springs, CO	1.44	53	56%	0.05	0.56
71	Columbus, OH	1.43	150	50%	0.1	0.36
72	ScrantonWilkes-Barre, PA	1.41	39	60%	0.05	-0.16
73	Seattle-Tacoma-Bellevue, WA	1.38	271	27%	0.32	0.47
73	Virginia Beach-Norfolk-Newport News, VA-NC	1.38	122	40%	-0.39	-0.01
75	Chicago-Naperville-Elgin, IL-IN-WI	1.36	644	39%	0.03	0.3
75	Spokane-Spokane Valley, WA	1.36	38	48%	0.29	0.28
77	Milwaukee-Waukesha, WI	1.31	103	55%	-0.37	0.18

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks. ** Streetlight Data did not have information for metro Honolulu, HI.

Rank	Metro area	Average ped deaths/100k	Pedestrian deaths (2016 - 2020)	Difference in average daily	Pandemic change in fatality rate	Long term trend in fatality rate
ram		people per year		walking trips, 2019 to 2020*	(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
77	Hartford-East Hartford-Middletown, CT	1.31	79	43%	0.03	-0.02
79	Providence-Warwick, RI-MA	1.3	105	46%	0.54	0.17
80	Rochester, NY	1.29	69	48%	0.14	0.31
81	Wichita, KS	1.28	41	62%	0.16	0.31
82	Cincinnati, OH-KY-IN	1.22	135	57%	0.28	0.36
83	Albany-Schenectady-Troy, NY	1.2	53	38%	-0.52	-0.03
84	Springfield, MA	1.17	41	21%	-1.1	-0.13
85	Oxnard-Thousand Oaks-Ventura, CA	1.16	49	40%	0.33	-0.15
86	Ogden-Clearfield, UT	1.13	38	78%	0.25	-0.06
87	Grand Rapids-Kentwood, MI	1.1	59	65%	0.01	-0.08
88	Cleveland-Elyria, OH	1.08	111	45%	0.11	0.44
89	Omaha-Council Bluffs, NE-IA	1.06	50	70%	0.12	0.35
90	Allentown-Bethlehem-Easton, PA-NJ	1.05	44	60%	0.33	-0.3
91	Buffalo-Cheektowaga, NY	1.01	57	34%	-0.15	-0.1
91	Boise City, ID	1.01	37	63%	-0.61	0.43
93	Akron, OH	1	35	59%	0.01	0.32
94	Boston-Cambridge-Newton, MA-NH	0.96	233	20%	-0.09	-0.05
95	Pittsburgh, PA	0.92	107	43%	-0.18	0.03
96	Worcester, MA-CT	0.91	43	54%	-0.48	-0.4
97	Poughkeepsie-Newburgh-Middletown, NY	0.89	30	51%	0.19	NA
98	Des Moines-West Des Moines, IA	0.81	28	70%	0.24	-0.15
99	Minneapolis-St. Paul-Bloomington, MN-WI	0.8	145	50%	-0.18	0.17
100	Madison, WI	0.79	26	52%	0.15	0.06
101	Provo-Orem, UT	0.57	18	67%	0.06	-0.18

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks. ** Streetlight Data did not have information for metro Honolulu, HI.

Appendix: State data

Rank	State	Average ped deaths/100k	Pedestrian deaths (2016 - 2020)	Difference in average daily walking trips.	Pandemic change in fatality rate	Long term trend in fatality rate
капк		people per year		2019 to 2020*	(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
1	New Mexico	3.76	394	39%	0.01	1.09
2	Florida	3.22	3,420	48%	0.02	0.49
3	South Carolina	3.19	811	72%	0.56	0.82
4	Arizona	2.98	1,070	53%	0.08	0.82
5	Delaware	2.89	140	50%	-0.42	0.04
6	Louisiana	2.86	668	53%	0.28	0.62
7	Mississippi	2.6	388	82%	1.19	0.83
8	Nevada	2.58	391	17%	-0.01	0.41
9	Georgia	2.4	1,261	59%	0.29	0.74
9	California	2.4	4,729	19%	0.13	0.55
11	Alabama	2.32	567	90%	-0.33	0.63
12	Texas	2.26	3,231	57%	0.15	0.44
13	Hawaii	2.13	151	NA**	-0.81	0.41
14	North Carolina	2.04	1,060	63%	0.17	0.23
15	Oklahoma	2.02	399	78%	0.15	0.53
16	Maryland	2.01	606	34%	0.17	0.31
17	Tennessee	2	677	68%	0.67	0.72
18	Arkansas	1.99	300	86%	0.86	0.53
19	New Jersey	1.96	870	40%	0.03	0.24
20	Oregon	1.81	377	46%	-0.13	0.41
21	Kentucky	1.8	401	66%	0.3	0.54
22	Missouri	1.71	524	72%	0.47	0.38
23	Alaska	1.6	59	NA**	0.2	0.26
24	Connecticut	1.56	278	45%	0.02	0.45

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks.

^{**} Streetlight Data did not have data for Hawaii or Alaska

Rank	State	Average ped e deaths/100k		Difference in average daily walking trips,	Pandemic change in fatality rate	Long term trend in fatality rate
Name	State	people per year	(2016 - 2020)	2019 to 2020*	(Avg. 2016-19 vs 2020)	(Five-year averages for 2011-15 vs 2016-20)
25	Michigan	1.55	773	58%	0.2	0.08
26	Colorado	1.48	420	43%	0.05	0.37
27	District of Columbia	1.4	49	-36%	0.01	-0.02
27	Indiana	1.4	468	69%	-0.02	0.27
29	Montana	1.39	74	64%	0.24	-0.01
30	Virginia	1.37	585	49%	-0.1	0.38
31	New York	1.35	1,314	21%	-0.2	-0.18
32	West Virginia	1.34	121	69%	-0.42	0.08
33	Washington	1.32	494	39%	0	0.34
34	Rhode Island	1.27	67	41%	0.43	0.23
34	Illinois	1.27	808	49%	0.14	0.23
36	Pennsylvania	1.26	804	45%	-0.17	0.06
37	Ohio	1.18	686	60%	0.23	0.31
38	Utah	1.17	184	67%	-0.17	0.03
39	Wyoming	1.14	33	64%	-0.13	0.24
40	Kansas	1.13	165	74%	0.56	0.36
41	South Dakota	1.07	47	86%	0.64	0.29
42	Massachusetts	1.06	365	24%	-0.32	-0.08
43	Maine	1.03	69	60%	-0.45	0.16
44	Nebraska	0.98	94	80%	-0.05	0.32
45	Vermont	0.93	29	-5%	0.44	0.04
45	New Hampshire	0.93	63	66%	0.31	0.25
45	Wisconsin	0.93	269	72%	-0.09	0.09
48	Idaho	0.86	75	70%	-0.09	0.15
49	North Dakota	0.82	31	65%	0.29	-0.09
50	Minnesota	0.82	230	59%	-0.03	0.22
51	lowa	0.73	115	86%	0.16	0.03

^{*} Via Streetlight Data, based on information from cellphones and mobile devices. Includes an expansive amount of walking trip data not limited to streets and sidewalks.





1152 15th Street Ste 450 Washington, DC 20005 smartgrowthamerica.org @smartgrowthusa @completestreets

Public Transport Planning and Development toward Resilience

Case of Toyama City

Mayor Masashi Mori

Toyama City, Japan





TOYAMA

Rockefeller 100 Resilient Cities



Issues confronting Toyama City



(1) Dwindling population and a super-aging society

(5) Increase in carbon dioxide emissions

- (2) Excessive dependence on automobiles and decline in public transportation
- (6) Similar public facilities due to municipal mergers

(3) Loss of attractiveness of the central city district

(7) Appropriate management of social infrastructure

(4) Higher administrative costs of city management (8) Dissociation of life expectancy and healthy life expectancy

Toyama City's Basic Policy for Town Planning – Creation of a Compact City

Achieve the <u>creation of a centralized compact city centering on public transportation by revitalizing public transportation</u>, including railway track lines, and by concentrating various city functions such as residential, commercial, business, and cultural buildings along public transport lines.

< Conceptual Diagram >

"Dumpling & skewer" urban structure aimed at by Toyama City

Skewers: Public transportation with a level of service at or

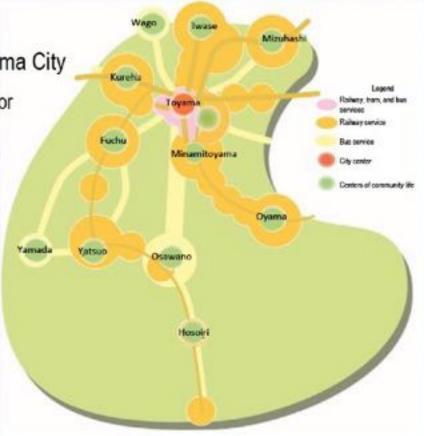
above a certain level

Dumplings: Areas accessible by foot that are linked by the

public transportation "skewers"

< Three Pillars for the Realization >

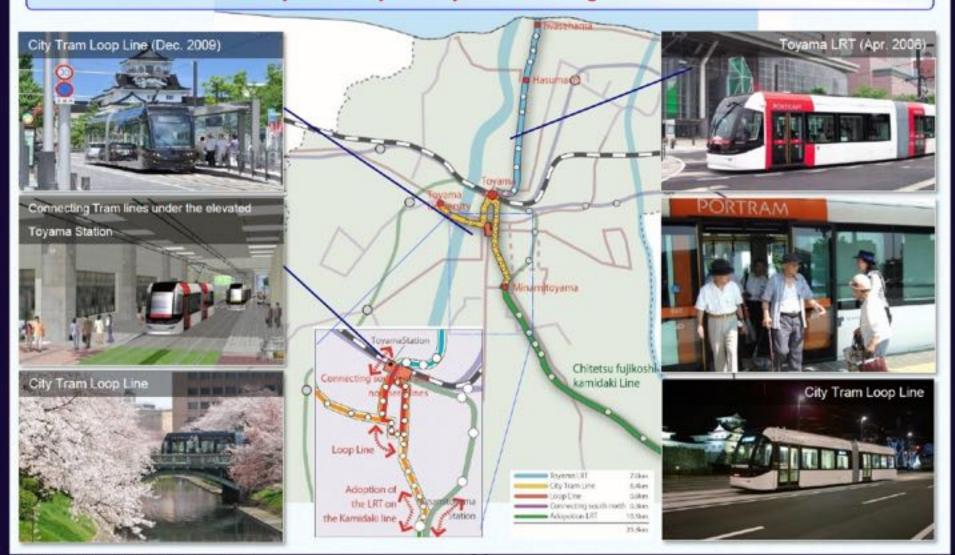
- (1) Revitalization of public transportation
- (2) Promotion of relocation of residents to areas along public transport lines
- (3) Revitalization of central city districts



Revitalizing Public Transport - Formation of LRT Network



By creating the LRT network, we hope to modify the current life style of too much dependence on automobiles and realize a city with every amenity within walking distance.



City Center and Public Transportation Residence Zones



Residence Encouragement Zones

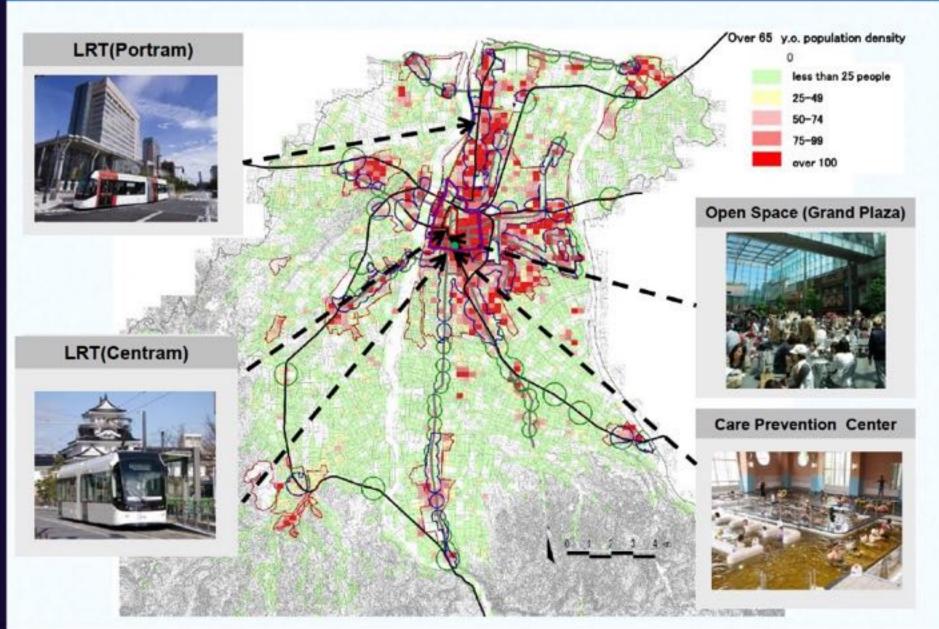
- ☐ City Center Zone
 - 436 hectares in the urban core of the city
- □ Public Transportation Line Zones
 - 3,383 hectares
 - Rail and tram line zones are within a 500 meter radius of rail and tram lines
 - Bus stop zones are within a 300 meter radius of bus stops

In 2016, 37% of the population is living in the residence encouragement zones, a 9% increase over 2005.



Urban Development Serving the Elderly

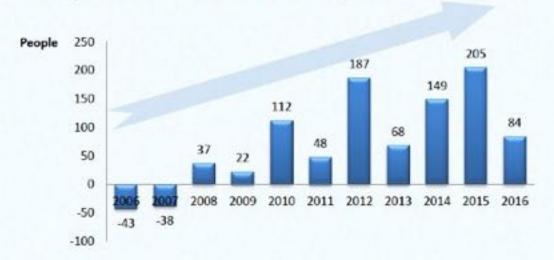




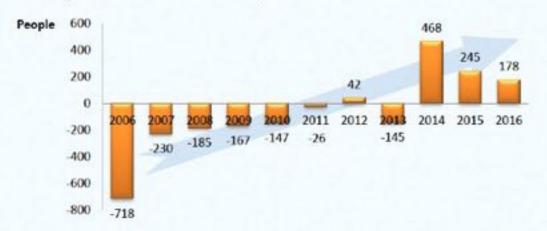
Shifting Population through Compact City Policies



#1 Population shift back into the city center



#2 Population shift to transportation corridors



#3 Projected population shift totals

- ☐ Green = Total city population
- Red = % of population in city center and along transportation corridors



Establishing a Comprehensive Care Center in Downtown



Repurposing the site of a closed elementary school, Toyama is establishing a model urban community care center for local senior citizens in the city center, to provide medical care, offer house calls from physicians, and coordinate senior's medical and nursing care.



Compact City Policy Makes Land Value Up! *as of July 1, 2017



- The average land value in the entire prefecture has declined since 1993 (25consecutive years) decline
- Among municipalities in the prefecture, land prices increased for two consecutive years only in Toyama City (average price of land for all purposes).
- In the entire city of Toyama, the land price increased +0.3% on average (over the previous year
- Prices of commercial land rose in eight locations centering on areas around Toyama Station and along the Loop Line.
- Residential land prices rose in seven locations in the city.
 - < Factors That Led to the Rise in Prices >
 - Commercial land: Opening of Hokuriku Shinkansen, progress of development of areas around Toyama Station, and revitalization of redevelopment by the private sector
 - Residential land: Convenience in areas around central city districts, affordability of land prices there, and progress in measures to promote residence in the city center.

Area along city tram lines rail



LRT space under elevated tracks in Toyama Station



+4.6% +3.9% +4.5% +3.8% +4.3% City Tram Line 0.0% +1.2% 0.0% +3.3% City Tram Loop Line +2.4%

(From officially announced land prices in 2016)

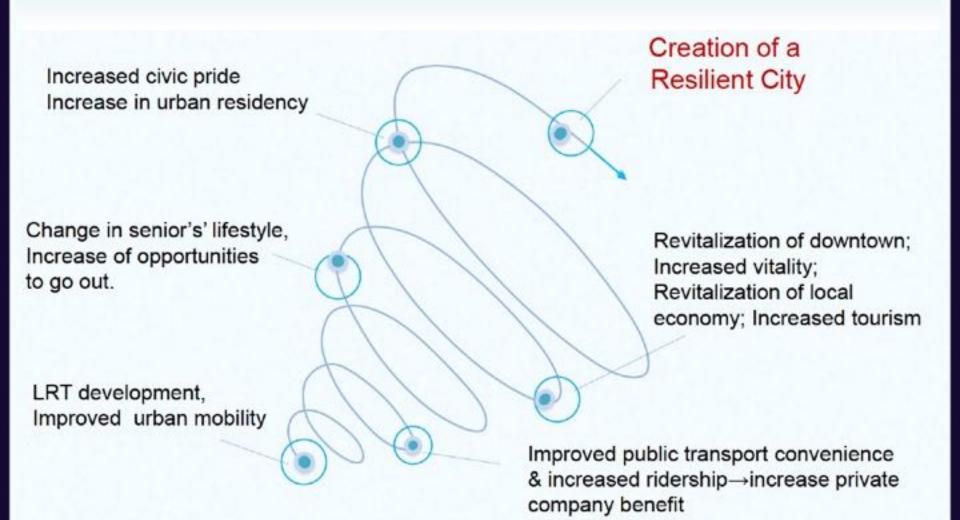
Officially announced land prices (national survey; reference date: January 1, 2009), and survey locations (91 locations in the

[Locations where the rate of increase in land prices was ations in the significant]

Compact City Policy Strategy Makes Positive Ripple Effects



A "Positive Spiral" has been created bringing positive results and changes to the city and its citizens.



E & D TAC Pedestrian Hazard Reports

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
01/16/23	Sharon	McQuire	State Park Dr near Railroad tracks	N/A	Aptos	Ped: Other	Drain cover is shifted off center, leaving holes into rushing water. It is near the railroad signal so I'm unsure what agency is responsible to resecure the cover.	DPW	01/30/23	1/30/23 Ruby Zaragoza Thank you for your email. I will forward to our Road Design Division for review and response.
01/05/23	Sarah	O'Rourke	Ice Cream Grade	Candy Ln	Santa Cruz	Ped: Other	Tree balanced on tree/wires above road on Ice Cream Grade / Candy Lane 12.45 pm Jan 5th	DPW	01/30/23	1/30/23 Ruby Zaragoza Thank you for your email. I will forward to our Road Design Division for review and response.
12/26/22	Debbie	Bulger	516 California St	Laurel St	Santa Cruz	Ped: Plant overgrowth or interference, Objects or vegetation blocking sidewalk, Debris on sidewalk	There is a nice wide sidewalk here on busy Laurel Street, but much of the time at least half of the sidewalk is unuseable due to debris and plants blocking sidewalk and drainage gully. Sidewalk is often slippery and muddy. Little or no upkeep happens. It is a constant problem.	Claire Gallogly, Dan Estranero	01/03/23	1/9/23 Dan Estranero We will investigate the site and If it's from the adjacent property, we will be sending a letter hazard letter to the property owner.
12/19/22	Mikayla	Souza	Soquel Ave	Park Way	Santa Cruz	Ped: Other	There has been multiple incidents of pedestrians and bicyclist almost getting hit by vehicles at this intersection. The cars turning from Park left on to Soquel treat this intersection as a left arrow. Please make changes to this interaction ASAP before someone gets killed	Claire Gallogly, Dan Estranero	01/03/23	1/9/23 Dan Estranero We will take a look at the intersection and figure out what can be done.
12/11/22	Kristen	Spencer	Soquel Ave	Park Way	Santa Cruz	Ped: Other	Please make it safe for the many residents, high school students and others crossing the street at this intersection. I have nearly been hit here and have witnessed two very close near-misses (with another last week). Although there is a traffic light with pedestrian signals, traffic turning left from park to southbound Soquel often fails to recognize pedestrians in the crosswalk. They have a green light, but treat it as a left green arrow light and don't yield to through pedestrians or cyclists. Please help before myself or someone else is seriously hurt or killed here!	Claire Gallogly, Dan Estranero	12/12/22	Follow up email sent 1/3/2023
12/07/22	Debbie	Bulger	655 High St	N/A	Santa Cruz	Ped: Lack of sidewalk	In the past Mission: Pedestrian has pointed out the lack of a proper sidewalk in front of 655 High Street. Currently there is an approximately 1-foot wide concrete lip. When the retaining wall failed a few years ago, we suggested it was the optimum time to build a new wall with room for a sidewalk to match the existing on the rest of the street. After initial agreement from the City, we were told it couldn't happen. We were not given a reason. Now the house is a construction job site. Will we get a proper sidewalk now? This approximately one-foot-wide area is not a sidewalk. High Street is busy. Would the City build a road that is not wide enough for a car to fit? Pedestrians want better treatment. Why is the "sidewalk" so narrow?	Claire Gallogly, Dan Estranero	12/08/22	12/8/22 Dan Estranero One of our staff members has responded to the reporting party regarding the sidewalk issue.
12/02/22	Evren	Eryurek	740 Front St #155	N/A	Santa Cruz	Ped: Objects or vegetation blocking sidewalk	A tree has fallen down and leaning on the fence and somewhat blocking the path but you can walk under the branches	Claire Gallogly, Dan Estranero	12/06/22	1/3/2022 Asked reporting party for location verification

AGENDA: February 14, 2023

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

TAC)

FROM: Amanda Marino, Transportation Planner

RE: Elderly and Disabled Transportation Advisory Committee (E&D

TAC) New Member Appointment

RECOMMENDATION

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

BACKGROUND

Seats on the Elderly & Disabled Transportation Advisory Committee (E&D TAC) correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC), service providers, transit users, and agency representatives.

DISCUSSION

Two applications were received for the Elderly & Disabled Transportation Advisory Committee to serve as the Social Service Provider -Disabled (County) representative and Potential Transit User (60+) representative. In an effort to accommodate the interested applicant, staff recommends the new position noted as pending in the attached roster (Attachment 1). The applicants Christina Witt and Michael Pisano applications are included in Attachment 2.

Staff recommends that the E&D TAC recommend that the RTC appoint the new member positions to fill vacancies on the E&D TAC as shown in Attachment 1.

SUMMARY

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Two individuals expressed interest in joining the E&D TAC. Staff recommends that the position be filled as shown (see <u>Attachment 1</u> for

current roster).

Attachments:

- 1. February 2023 E&D TAC Roster
- 2. Member Application Forms

I:|E&DTAC|2023|02-14|DRAFTS|TNC SR.DOCX



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

Membership Roster February 2023

(Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2025)	Social Services Provider - Seniors	Patty Talbot (2025)
Alicia Morales (2025)	Social Services Provider - Seniors (County)	vacant
Alex Weske (2025)	Social Service Provider - Disabled	vacant
Christina Witt (<i>Pending</i>)	Social Service Provider - Disabled (County)	vacant
Tara Ireland (2024)	Social Service Provider - Persons of Limited Means	vacant
Lisa Berkowitz (2025)	CTSA (Community Bridges)	vacant
Jesus Bojorquez (2025)	CTSA (Lift Line)	Nadia Noriega (2025)
Eileen Wagley (2024)	SCMTD (Metro)	Daniel Zaragoza (2025)
Michael Pisano (Pending)	Potential Transit User (60+)	Patricia McVeigh (2023)
Caroline Lamb (2023)	Potential Transit User (Disabled)	Vacant

Supervisorial District Representatives						
Members Representing Alternate						
Janet Edwards, Vice Chair	1st District (Koenig)	Phil Kipnis				
Paul Elerick	2nd District (Friend)	vacant				
Veronica Elsea, Chair	3rd District (Cummings)	vacant				
Martha Rubbo	4th District (Hernandez)	Patricia Fohrman				
Ed Hutton	5th District (McPherson)	Vacant				

Staff: Amanda Marino, Regional Transportation Commission

COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

hristina (1)iH Home address: Department of Rehabi Mailing address (if different): (business/message) Phone: (home) E-mail: Length of residence in Santa Cruz County: Position(s) I am applying for: Any appropriate position D Social Service Provider - (County Previous experience on a government commission or committee (please specify) after Completing research board for a non-profit parents Called Parents Without

Relevant Work or Volunteer Experience

	Organization	Town or Address	Position	Dates
	State of California, Dept. of Rehabilitation	1350-41st Ave., Suite 101 Capitola, CA 95010	Office Technician Assisting Vocational rehabilitation conselors and Service Coordinators	8/26/22 to Present
te of positions	Office of Legislative	925 LSt, Socramento, CA	Senior Paralegal for attorneys for Legislature	기교사의
1	Dept. of Insurance Dept. of Justice, Burea of Gambling Contr	320 Capitol Mall, Socramento, CA ol 1435 River Park Dr., Ol 1435 River Park Dr.,	Pregram analyst reporting to Insurance Commission Program Analyst reporting to Gambling Commission	11/11 to 7/
	Low Offices of Stawicki + Maples	2353 Bradshaw	Legal Secretary assisting Clients with Personal injury Claims.	5/90 to 2/07
	your accomplishments potential future endeav	s on the committee and indica vors most interest you.	ate which of the committe	ee's
	potential future endeave Certification: I certify		is true and correct and I a n in the event I am a fina	authorize list for the
	Certification: I certify the verification of the	vors most interest you. y that the above information is	is true and correct and I a	authorize list for the
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	Certification: I certify the verification of the appointment. Signature How did you learn altour newspaper radio internet	that the above information information in the application in the application bout this opportunity? o: SCCRTC Elderly & Disabled Transparent of the state of the	is true and correct and I an in the event I am a final I and I am a final I am	authorize list for the

Statement of Interest

My name is Christina Witt (she/her) and I appreciate your consideration of my request for membership on the SCCRTC's Elderly & Disabled Transportation Advisory Committee. I am interested in serving on the Committee as I believe my position with the Department of Rehabilitation (DOR) assisting vocational rehabilitation counselors provides a special connection to our differently-abled community in Santa Cruz County. Oftentimes the DOR assists its consumers with locating and paying for appropriate transportation to work or school. It would be a win-win situation to report on current events in transportation to DOR staff and receive feedback from them to provide the Committee. After attending the Committee's last meeting, I was able to report back to DOR staff about the forthcoming on-demand wheelchair service, which would be of great value to many DOR consumers. From the last meeting, I was also able to report back to DOR's vocational counselors about job openings that were discussed by one of the speakers. One of the future endeavors that interests me most is the proposed electric train service. I believe that electric train service would provide an additional mode of transportation for our differently-abled community that is safe, efficient, and user-friendly. As outlined in my application, I believe I am qualified for this appointment based upon my prior State of California positions, which involved conducting investigations and research and reporting the information to various state commissions. In addition, I spent 16 years as a legal secretary assisting people who were disabled from injury accidents.

I look forward to hearing from you soon with your decision.

COMMITTEE APPOINTMENT APPLICATION

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

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1101 Pacific Avenue, Suite 250 in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

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

PLEASE TYPE OR PRINT CLEARLY

Name: Michael Ris	
Home address:	#74
Mailing address (if different):	
Phone: (home)	(business/message)
E-mail:	3
Length of residence in Santa Cruz	County: 10 years
Position(s) I am applying for:	☐ Any appropriate position
& E&D TAC	
Previous experience on a govern	ment commission or committee (please specify)
I have been on the	e EAD TAC FOR SEVERAL YEARS
NOW, AND greatly	I ENJOY helping our community.
	I ON the PEDESTRIAN AD-HOC
committee for pour	5 About A YEAR NOW.
I have been on -	the metro advisory committee (m
FOR MANY YEARS	
THANK YOU POR	the appositionity to help.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
METRO	SANTA CRUZ COUNTY	MAC	CORPUS
SCCRTC	SANTA CRUZ COUNTY	EDOTAC	corrent
SCERTC	SANTA CRUZ COUNTY	PEDESTRIAN AD-1+00	werend

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

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

	2623
Signature	Date
How did you learn about	this opportunity?
newspaper	flyer
radio	friend/family member
internet	X other - EMAIL FROM AMANDA
Return Application to:	SCCRTC
9000/81 IBB	Elderly & Disabled Transportation Advisory Committee
	1101 Pacific Avenue, Suite 250
	Santa Cruz, CA 95060
	fax: 460-6178 email: amarino@sccrtc.org

Questions or Comments: (831) 460-3200

LEADTACMEMBERS/Application/COMMITTEE APPOINTMENT APPLICATION/doc

Statement of Qualifications:

I have been interested in transportation ever since I was little. After a kindergarten trip to a Tug Boat in San Francisco Bay – After that trip; I remember my teacher letting me make a large diorama, in class, of a small town with roads, trains, amusement park, & and a harbor. Transportation was partially in my interest when I attempted my Construction Management degree, and I enjoyed several classes in areas of Urban Planning & Transportation. I have been on the Metro Advisory Committee for several years and helped them get through a six million dollar deficit, the first Measure D, and the pandemic. I have enjoyed my time with helping the E&D TAC & the Pedestrian AD HOC, and hope to continue to help our community.

Thank you for the opportunity.

Michael Pisano – Over 60 (E&D TAC)

AGENDA: February 2023

TO: RTC Advisory Committees

FROM: Amy Naranjo, Transportation Planner

RE: Transportation Goals, Evaluation Criteria, and Strategic Priorities

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC):

- 1. Review and provide input on potential criteria and measure to be used to evaluate projects, programs, plans, and how public funds are used (Attachment 1); and
- 2. Discuss projects that are the most critical to implement over the next five years to advance transportation goals.

BACKGROUND

There are many important transportation projects in our region, but existing revenues are insufficient to fund most of them. With RTC-discretionary funds making up less than 10% of all available transportation funding in the county and funds from other resources also insufficient to meet those needs, it is important to periodically revisit the *Regional Transportation Plan* (RTP) goals and targets and evaluation criteria used to evaluate projects, programs, services, and planning efforts.

While the long-range Regional Transportation Plan (RTP) identifies general priorities and targets (Attachment 2) for the transportation system, the RTP does not prioritize specific projects. Evaluation criteria and a list of priority projects will help ensure that limited funds are focused on the most beneficial projects for the region. Building upon the RTP, RTC staff have also been working on a Strategic Plan for the agency, which includes goals and objectives related to collaborative engagement, fiscal sustainability, environmental stewardship, organizational excellence, and addressing the diverse transportation needs our community.

DISCUSSION

Evaluation Considerations

Evaluation measures can be used to guide project sponsors and committees in making recommendations and providing comments related to transportation funding, planning, and legislation. For example, evaluation measures can be used to:

- prioritize constrained and unconstrained projects in the <u>Regional</u> Transportation Plan (RTP);
- determine the projects to apply for grant funding and create the necessary grant applications;
- prioritize specific projects receiving Measure D funds;
- determine priorities for the RTC <u>Budget and Work Program;</u>
- guide strategic planning;
- review and offer feedback on planning and related documents created by other entities, such as general plans, active transportation plans, local road safety plans, state guidelines, and administrative actions;
- identify projects and services to receive <u>RTC discretionary and formula funds</u>, including State Transportation Improvement Program (STIP), Regional Surface Transportation Program Exchange (RSTPX), Transportation Development Act (TDA), State Transit Assistance (STA), and other funds.

Through the RTC's Regional Transportation Improvement Program (RTIP), projects are evaluated to ensure they meet the objectives and policies outlined in the Regional Transportation Plan, including meeting state and federal guidelines, legislative requirements, and executive orders. Staff is recommending the RTC update evaluation criteria used by the RTC and local agencies and requests that RTC Advisory Committees provide input on which evaluation criteria are most critical to advance local, regional, state, and federal goals in the next two to five years. Proposed project evaluation criteria should also align with the ten guiding principles included in the state's Climate Action Plan for Transportation Infrastructure (CAPTI) and the eight goals identified in this plan and the California Transportation Plan 2050: safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure.

Some of the criteria frequently used by RTC and other transportation agencies are listed below and in more detail in Attachment 1.

- Equity/Benefits to Disadvantaged Communities
- Potential for Mode Shift
- Emission Reductions
- Collisions and Safety
- Congestion, Reliability, and Traffic Flow
- Infrastructure Condition/System Preservation
- Public Participation and Community Support
- Public Health
- Access to Employment Opportunities, Education, and Training
- Leveraging Non-RTC Discretionary Funds
- Project Readiness
- Project Location

Project Screening

Staff recommends for consideration two (2) screening criteria be met for any projects funded and/or implemented by the RTC:

- 1. **Climate Change**: Fund projects that will not increase greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita.
- 2. Equity: Fund projects that will not negatively impact disadvantaged communities, and prioritize funding for projects that address historic inequities and benefit disadvantaged communities. Later this year, RTC staff will be working with committees and other stakeholders to refine the regional definition of disadvantaged communities, including consideration of past regional, state and federal definitions, such as areas of persistent poverty (AOPP) and, historically disadvantaged communities.

Staff recommends that the committee discuss and provide input on potential evaluation criteria and indicate which are the most critical for the RTC to consider in its planning, budgeting, and programming activities (<u>Attachment 1</u>).

Preliminary List of Priority Projects

There are several ways that the RTC and local agencies identify projects and decide which ones to pursue grants or budget funding for, including through the Regional Transportation Plan (RTP), which includes a list of over 500 transportation projects identified by local agencies, committees, and the public; the RTC's annual Transit Unmet Needs process, which identifies transit needs that are not currently being

met; the <u>5-year plans</u> prepared by recipient agencies identify near-term priorities for Measure D funds; asset management plans; active transportation and complete streets plans; General Plans and other documents. While these and other efforts have identified long lists of projects and/or needs, staff recommends that the RTC and project sponsors work with the community and advisory committees to develop a more strategic investment plan for transportation funds.

Staff requests that the committee start developing a list of the highest priority projects, programs and services that address different evaluation criteria for consideration at the April committee meeting. For example, what projects or types of projects will do the most to: reduce collisions, reduce vehicle miles traveled (VMT), increase equity, reduce emissions, reduce congestion, and/or maintain facilities or services? What highway, transit, local road, bike or pedestrian projects would advance each of the goals? What types of system preservation, safety, etc. projects have the greatest benefit compared to cost? This list is intended to represent near-term priorities for a variety of potential transportation funding sources. Committee members should consider past and current planning efforts, including plans related to active transportation, system preservation, collisions/vision zero, general plans, and specific geographic areas.

Next Steps

Staff will summarize public comment and committee feedback and prepare recommendations for the RTC to consider at its May or June meeting.

SUMMARY

With existing transportation funding insufficient to address all the multimodal transportation needs in the region, staff recommends that the committee and the public provide input on evaluation criteria that could be used when determining which transportation projects and services are the most critical to pursue, construct, maintain, or otherwise implement in the next five to ten years.

ATTACHMENTS

- 1. Draft Evaluation Criteria
- 2. Regional Transportation Plan (RTP) Goals, Policies, and Targets

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Potential Evaluation Criteria

Evaluation Criteria

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. These include measures identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), Infrastructure Investment and Jobs Act (IIJA), State Transportation Improvement Program (STIP) Guidelines, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS), and other state and local plans.

The following summarizes federal, state, and regional performance measures, goals, and/or targets typically used to evaluate and prioritize transportation projects. It also includes examples of the types of information that could be included to demonstrate how a project is addressing each. Some projects may address only one or two of these and are not required to address all of them.

Safety and Collisions

Reduce transportation related fatalities and serious injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)

- History of collisions in area and description of how proposed safety measure will reduce collisions or address hazards
- Demonstrated countermeasure to reduce collisions, especially fatalities and serious injuries
- Reduce speeding; reduce the potential for conflict between bicyclists, pedestrians and vehicles; improve safety especially for more vulnerable users (low income, seniors, people living with disabilities, people of color, youth)
- Reduce major mechanical failures for transit vehicles
- Address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g. add lighting at bus stops)
- Fill gaps in bicycle or pedestrian network in an area

- Eliminate hazards, such as trees in roadways, dips in roads; improve drainage
- Improve access to/for emergency services and emergency evacuation routes

System Preservation/Infrastructure Condition

Maintain and improve the condition of transportation assets such as pavement, culverts, bridges, and public transit assets to maintain a state of good repair.

- Increase percentage of facilities in good condition
- Reduce percentage of facilities in poor condition
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark
- Extend useful life of a transportation facility or program
- Maintain facilities in a state of good repair
- Sustainable pavement practices

System Performance

Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption
- Reduce number of miles driven (vehicle miles traveled): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel; shift automobile travel to alternative modes and increase the percentage of trips made via bicycling, walking, transit or carpool; increase telecommuting; coordinate land-use, housing, and transportation policies to reduce need for travel
- Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods dayto-day and for transit
- Reduce delay, especially during peak-hours; reduce annual hours of excessive delay per capita
- Reduce transit travel times
- Link multiple jurisdictions e.g., arterials linking cities and unincorporated towns/population centers

• Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services

Access for All

Expand affordable multi-modal travel options and choices, especially to and within key destinations for all users.

- Address transportation needs of people with limited mobility
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
- Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
- Increase public transit access or quality of transit rider experience
- Fill gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
- Expand bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property
- Provide education and encouragement

Health and Equity

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations and avoid new negative impacts to historically disadvantaged communities.

- Improve public health: Target health issues such as obesity, physical inactivity, asthma or other health issues
- Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or race/ethnicity.
- Information showing project, program or expenditures serve transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community: project location, destinations served, demographic information showing project serves low income.

Additional Considerations in Project Evaluation

RTP Consistency

If projects are included in the Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS).

RTP project number

Consistency with Complete Streets

Consistency with Complete Streets guidelines and policies, including the <u>Monterey</u> <u>Bay Area Completes Streets Guidebook</u>, the California Complete Streets Act (AB1358-2008), and state, city or county Complete Streets policies.

- Consideration of possible complete streets components appropriate for different street types
- Integration of complete streets elements into road projects

Consistency With Other Plans

- Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
- Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
- General Plans
- Capital Improvement Programs
- Unmet Transit Needs
- Vision Zero/zero traffic fatalities, local roadway safety plans
- Unified Corridor Investment Study (UCS)
- Local Roadway Safety Plans

Public Engagement

Provide early and ongoing opportunities for meaningful public participation for all users.

- Information on how the project was identified as a priority
- Outreach that has already occurred
- Participation from diverse and historically underrepresented members of the public in project planning
- Planned outreach that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc.; surveys, open houses)

Scale of Benefits

Number of people benefiting from project. Number of anticipated users of a facility, service or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians). Data to support these estimates may include:

- Current use of facilities/services (e.g., traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.)
- Work plan for a program and targeted number of people to use program
- Destinations served by a project (e.g., employment center, transit center, retail/commercial area, visitor destination, school)
- Modeling information for future use, if available

Potential Risks

Minimize risk to project implementation.

Funding

- Demonstrate project would be fully funded and identify other funding that has been secured
- Identify funding available if there are unanticipated cost increases
- Are there financing options to advance?

Schedule

- How quickly can a project be implemented and provide benefits to the community?
- What are the potential risks to the project schedule?

Deliverability

- Ability of agency to complete project
- Performance on past grants
- Timing of other projects (ability to consolidate/piggy back, even if one project might otherwise be constructed several years later) Ex. Timed utility upgrades, new development, etc.

Environmental Risks

Describe risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity

Other Risks

Possible financial, operational/asset, strategic/organizational compliance, political, other risks

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

RTC approved February 2020

Goal #1

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

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

Targets

- 1.A Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.
 - 1.A.1 Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045¹.
 - 1.A.2 Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).
- 1.B Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.
 - 1.B.1 Reduce <u>per capita</u> vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).
 - 1.B.2 Reduce <u>per capita</u> greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and <u>total</u> greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045² (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.
 - 1.B.3 Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.³

¹ The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.

² This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

^{3 10} million per year equates to \$100 per household per year. Assumes \$4 per gallon.

- 1.C Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.
 - 1.C.1 Improve percentage of reliable⁴ person miles traveled by 3 percent by 2030 and by 8 percent by 2045 (compared to 2020).
 - 1.C.2 Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045⁵.
- 1.D Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.
 - 1.D.1 Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).
 - 1.D.2 Increase the number of active commute trips to 16 percent of total commute trips by 2030 and to 24 percent of total commute trips by 2045.6

Policies

- 1.1 **Transportation Demand Management (TDM):** Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 **Transportation System Management**: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 **Transportation Infrastructure:** Improve multimodal access to and within key destinations⁷ for all ages and abilities.
- 1.4 **Transportation Infrastructure:** Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 **Transportation Infrastructure:** Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.
- 1.6 **Land Use**: Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.

⁴ Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

⁵ 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

⁶ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 16% by 2030 (6.3% Walk, 5.7% bike and 3.9% transit) and increase the active transportation mode share to 24% by 2045 (9.5% Walk, 8.7% bike and 5.9% transit).

⁷ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

1.7 **Goods Movement:** Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

Goal #2

Reduce transportation related fatalities and injuries for all transportation modes.

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

Targets

- 2.A Improve transportation safety, especially for the most vulnerable users.
 - 2.A.1 Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).

Policies

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

Goal #3

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

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

Targets

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

- 3.A.1 Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.
- 3.A.2 Reduce the number of transit vehicles in "distressed" condition to 20 percent by 2030 and to 10 percent by 2045.

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

- 3.B.1 Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).
- 3.B.2 Ensure that transportation benefits are equitably distributed and that transportation burdens do not disproportionally affect transportation-disadvantaged populations.

3.C Solicit broad public input.

3.C.1 Maximize participation from diverse members of the public in RTC planning and project implementation activities.

3.D Increase transportation revenues.

3.D.1 Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.

Policies

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

AGENDA: February 14, 2023

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: 2023 Preliminary Draft Unmet Paratransit and Transit Needs List

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee provide input into the preliminary draft unmet paratransit and transit needs list.

BACKGROUND

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

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

DISCUSSION

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

RTC staff recommends that the E&D TAC provide input on the *Preliminary Draft*

Unmet Paratransit and Transit Needs List for Santa Cruz County and identify strategies for addressing each of the unmet paratransit and transit needs.

Schedule for development of *Unmet Paratransit and Transit Needs List*:

- Feb 14 Preliminary Draft Unmet Paratransit and Transit Needs List reviewed by the E&D TAC
- Feb 19 RTC staff circulates the list to the Santa Cruz Metropolitan Transit District staff, partner agencies and RTC Advisory Committees
- April 11 2023 Draft Unmet Paratransit and Transit Needs List reviewed by the E&D TAC
- April 12- May 5: Outreach for 2023 Draft Unmet Paratransit and Transit Needs List
 including public notice of availability and public hearing on RTC website, in local
 newspapers, to RTC elderly and disabled stakeholders and transportation providers
- May 4— Public hearing and RTC considers adoption of the 2023 Final Unmet Paratransit and Transit Needs List

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. RTC staff recommends that the E&D TAC provide input on the *2023 Preliminary Draft Unmet Paratransit and Transit Needs List* for Santa Cruz County and identify strategies for addressing each of the unmet needs.

Attachments:

1. Preliminary Draft Unmet Transit Needs List

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2023 Preliminary Draft Unmet Transit and Paratransit Needs List

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 potential future transit stations on the rail line.
 - 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.
- Increase bus service near senior living facilities.
- 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.
 - Ensure accessible public taxi service for those using mobility devices.

- Ensure accessible on demand ride share service for those using mobility devices.
- 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. **H2 –** Access to paratransit services on all holidays.
 - Extend existing paratransit services to holidays.
 - Support taxi voucher programs.
- 9. **H1 -** 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. **H1-** 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.
 - Support increased specialized transportation services to low-income and disabled individuals for educational and work opportunities at higher education institutions (UCSC and Cabrillo).
- 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 individuals 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 eligiblity requirements.
- 20. **L1 -** 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.
 - 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. **H2** Electric Vehicle Charging Stations
 - Support funding for electric vehicle charging infrastructure. Provide an electric vehicle emergency preparedness plan that includes battery storage, vehicles, and facilities.

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.
 - Enhance service in Soquel and Old San Jose Road.
 - Enhance service in Aptos.
 - Enhance service in Corralitos.
- 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

- Consider creating "All Nighter" circular bus network providing latenight and early-morning bus service in downtown areas.
- 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 including connections to the Salinas Intermodal Transportation Center
 - 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 and the Transit Corridor Alternatives Analysis.
 - Provide direct bus transit service from San Lorenzo Valley to Los Gatos.
 - Provide direct transit connection between Live Oak and San Jose Diridon Station.
 - Implementation of express bus service using bus-on-shoulder operations on Hwy 1.
- 31. **H1** 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, disabled, and low-income individuals to ride free during designated time periods.
- 32. **M1** 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 and the Transit Corridor Alternatives Analysis.
- Provide single trip service.
- Provide express bus service from Watsonville to Scotts Valley.
- Increase bus service to libraries and other public venues.
- Increased transit service using bus-on-shoulder facilities on Hwy 1 and transit prioritization on Soquel Drive.
- 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. **H2 -** Easier and faster transit trips system wide.
 - Enhance connections through increasing the span and frequency of service.
- 36. **H2 -** 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.
 - Develop Micro Transit programs in San Lorenzo Valley, Scotts Valley, Soquel, Aptos, and Watsonville.

- 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. **H2 -** 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. **H3** 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.
 - Work with local jurisdictions to provide benches and increased lighting at bus stops and connecting crosswalks including inpavement lighting fixtures and in-road warning lights.
 - Increase sidewalk connectivity at bus stops and overhead LED lighting at connecting crosswalks.
 - Reinstate and fund bus stop committee to study and monitor bus stop accessibility.
 - Add bus stop at intersection of Granite Creek Rd and Santa's Village Rd on the southwest corner after Hwy17 exit 5.
 - Install bus stop amenities such as digital bus tracking and information displays, USB charging, and Wi-Fi for transit users.
- 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.
 - Coordinate improvements of the Watsonville Transit Center's transit facilities and provide increased parking.
 - Install bike lockers at transit stations.
- 45. **H1** 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 and the Transit Corridor Alternatives Analysis.
 - Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.
 - Implementation of bus-on-shoulder operations on portions of Hwy 1.
- 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. M1- More multimodal connections to transit.
 - Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.

- Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.
- Dedicated a park and ride lot near Hwy 1, connecting to transit service in Watsonville.
- 49. **M3 -** Wifi expansion on buses.
 - Install wifi equipment at all facilities and on all buses.
 - Partner with private companies to provide wifi.

AGENDA: February 14, 2023

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

FROM: Amanda Marino, Transportation Planner

RE: Transportation Network Companies (TNC) Access for All Draft Request for

Proposals

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review the Draft Request for Proposals for the Transportation Network Companies (TNC) Access for All Program to improve the accessibility of on-demand transportation for persons with disabilities in Santa Cruz County.

BACKGROUND

The California Public Utilities Commission created the TNC Access for All Program to implement <u>Senate Bill (SB) 1376</u> (Hill: 2018) which directed the Commission to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV).

The California Public Utilities Commission made <u>Decision 19-06-033</u> which requires transportation network companies (such as Uber and Lyft) to collect an "access fee" in the amount of \$0.10 from each completed TNC trip, and defined geographic areas as individual counties for the purpose of fee collection and redistribution to "access providers" that establish on-demand transportation programs to meet the needs of persons with disabilities.

In <u>Decision 20-03-007</u>, the California Public Utilities Commission authorized Local Access Fund Administrators (LAFAs) to develop WAV programs locally, using Access Fund moneys collected by the Commission, and tasked the Consumer Protection and Enforcement Division to develop program rules for the selection of LAFAs, disbursement of funds, and compliance with data reporting.

DISCUSSION

Access Fund Administrators are to assist the CPUC's Consumer Protection and Enforcement Division (CPED) by administering the local wheelchair accessible vehicle (WAV) program, and by contracting with and obligating available funds to eligible Access Providers. Access Providers are organizations or entities that directly provide, or

contract with a separate organization or entity to provide, on-demand transportation to meet the needs of persons with disabilities, including individuals who need access to a WAV. The RTC serving as the Access Fund Administrator for Santa Cruz County developed a Draft Request for Proposals (Attachment 1) in compliance with the guidelines set out by the CPUC to contract with an eligible access provider.

PROCUREMENT SCHEDULE

Call for Projects Advertised/Issued	February 21, 2023
Questions, Comments, Requests for Clarification	12:00 PM PST on March 21, 2023
Due	
RTC Posts Responses to Questions, Comments,	March 28, 2023
Requests for Clarification	
Call for Projects Due Date	12:00 PM PST on April 21, 2023
Contract Award (Pending RTC Board Approval)	June 1, 2023
Contract Period	July 1, 2023 to June 30, 2024

The Request for Proposals will be posted to the RTC website and will notify transportation providers listed in the "Guide to Specialized Transportation Services in Santa Cruz County" developed by the E&D TAC as well as RTC stakeholders and interested parties.

Staff recommends that the E&D TAC review and provide input on the Draft RFP for the Local Access for All Program for Existing and Emerging Transportation Providers of Wheelchair Accessible On-Demand Transportation.

FISCAL IMPACT

The current available funds for Funding Year 22-23 is **\$134,239** which includes a carryover of Funding Year 21–22 funds in the amount of \$96,717. These funds are subject to change each funding year depending on the number of TNC rides taken in Santa Cruz County.

SUMMARY

Staff recommends that the E&D TAC review and provide input on the Draft Request for Proposals for the TNC Access for All Program in Santa Cruz County to meet the unmet need to provide on-demand transportation service for persons with disabilities, including persons who need a wheelchair-accessible vehicle.

Attachments:

1. Draft Request for Proposals (RFP) for Local Access for All Program for Existing and Emerging Transportation Providers of Wheelchair Accessible On-Demand

Transportation

I:|E&DTAC|2023|02-14|DRAFTS|TNC SR.DOCX



Santa Cruz County Regional Transportation Commission

--NOTICE--

DRAFT Request for Proposals for Professional Services (RFP2167)

Local Access for All Program for Existing and Emerging Transportation Providers of Wheelchair-Accessible On-Demand Transportation

The Santa Cruz County Regional Transportation Commission (RTC) invites eligible Existing and Emerging Transportation Providers to submit a proposal to increase the availability of on-demand transportation service for people with disabilities within Santa Cruz County.

Eligible entities may apply for up to \$114,103.

Issue Date: Tuesday, February 21, 2023 Closing Date: Friday, April 21, 2023 at 12:00 PM

Interested parties must deliver one (1) electronic PDF version of the proposal and one (1) cost proposal by the closing date.

Proposals relating to this RFP shall be submitted to:

Santa Cruz County Regional Transportation Commission (RTC)

Subject: Local Access for All Program

Email: amarino@sccrtc.org
Phone: 831-460-3200

This notice, along with its enclosures, comprises the Request for Proposals (RFP) for this project. Responses should be submitted in accordance with the instructions set forth in this RFP. Email inquiries relating to this RFP should include "Local Access for All Program" in the subject header. The RTC reserves the right to amend the RFP by addendum before the final proposal submittal date. This RFP and addenda will be available at: http://www.sccrtc.org/about/opportunities/rfp/.





SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION 1101 PACIFIC AVENUE, SUITE 250, SANTA CRUZ, CA 95060

DATE: February 21, 2023 TO: Eligible Applicants

FROM: Guy Preston, Executive Director

SUBJECT: Request for Proposals (RFP) for Local Access for All Program for

Existing and Emerging Transportation Providers of Wheelchair-

Accessible On-Demand Transportation

INVITATION

The Santa Cruz County Regional Transportation Commission (RTC) invites qualified and eligible Existing and Emerging Transportation Providers to submit a proposal for to increase the availability of on-demand transportation service for people with disabilities within Santa Cruz County. Eligible entities may apply for up to \$114,103. Please submit one (1) digital copy of your Proposal one (1) cost proposal.

REOUEST FOR PROPOSALS

RFP2167 is available on the RTC website: www.sccrtc.org/about/opportunities/rfp/ and at the RTC office.

RESPONSE DUE DATE

Proposals are due in the Santa Cruz County Regional Transportation Commission office by **12:00 PM on Friday, April 21, 2023**. Any proposals received after the date and time specified above will not be considered. RFP Responses shall be considered firm offers to enter into a contract, as described in this RFP for a period of ninety (90) days from the time of submittal. Once submitted, proposals become the property of RTC. This call for projects does not commit RTC to award a contract, to pay any cost incurred in preparation of a proposal or to procure or contract for services.

PROCUREMENT SCHEDULE

Call for Projects Advertised/Issued	February 21, 2023
Questions, Comments, Requests for Clarification	12:00 PM PST on March 21, 2023
Due	
RTC Posts Responses to Questions, Comments,	March 28, 2023
Requests for Clarification	
Call for Projects Due Date	12:00 PM PST on April 21, 2023
Contract Award (Pending RTC Board Approval)	June 1, 2023
Contract Period	July 1, 2023 to June 30, 2024



CONTACT

Responses and inquiries relating to this RFP shall be submitted to: Santa Cruz County Regional Transportation Commission

Attn: Amanda Marino

Email: amarino@sccrtc.org

Email inquiries relating to this Request for Proposals should include "Local Access for All Program" in the subject header.



Request for Proposals: Local Access for All Program for Existing and Emerging Transportation Providers of Wheelchair-Accessible On-Demand Transportation

Project Description

The Santa Cruz County Regional Transportation Commission (RTC) invites qualified and eligible Existing and Emerging Transportation Providers to submit a proposal to increase the availability of on-demand transportation service for people with disabilities within Santa Cruz County. Eligible entities may apply for up to \$114,103.

This call for projects will be used by the RTC to select a contractor to provide on-demand Wheelchair Accessible Vehicle transportation services as a function of the Local Access Fund Administration program. The funding for this call for projects comes from the California Public Utilities Commission (CPUC) Transportation Network Company (TNC) Access for All Program. The purpose of the TNC Access for All Program is to incentivize the expansion and availability of on-demand transportation service for people with disabilities statewide.

Notice of award of funding will be given on June 1, 2023. Funding is available for use from July 1, 2023, to June 30, 2024. There will be an option to extend the resulting contract(s) annually until June 30, 2028. Funding will be provided via a quarterly reimbursement after receipt of a satisfactory invoice and a satisfactory report, 30 days after the end of each quarter. Funding is subject to change based on fees received by the California Public Utilities Commission (CPUC) from Transportation Network Companies (TNCs).

The CPUC created the TNC Access for All Program to implement Senate Bill (SB) 1376, which directed the Commission to establish a program relating to the accessibility of TNC services for persons with disabilities, including wheelchair users who need a Wheelchair Accessible Vehicle (WAV).

The Access for All Program operates through funding from an Access Fee of \$0.10 collected from each completed TNC trip originating in the state of California. The fee investments from TNC can either be used by TNCs to expand or improve on-demand WAV service in each county or geographic area or be distributed for use by Access Providers that can provide WAV services like TNCs but need additional funds to do so. The Access Fund money for Access Providers is collected by the CPUC and distributed to Local Access Fund Administrators (LAFAs), who locate local Access Providers and distribute funds to them. The fees from the Access Fund distributed to a single-county LAFA are the fees generated in that county.



Santa Cruz County Regional Transportation Commission RFP2167 LAFA for Existing and Emerging Transportation Providers of Wheelchair-Accessible On-Demand Transportation Page 4

It is important that the recipient have the capability to work closely with CPUC and RTC staff. The recipient or recipient team must be prepared to undertake whatever liaison and meetings required to satisfy this requirement.

Background Information

The Santa Cruz County Regional Transportation Commission is committed to delivering a full range of safe, convenient, reliable, and efficient transportation choices for the community. With a focus on long-term sustainability, the RTC provides transportation services, planning, and funding for all travel modes.

The RTC funds projects that improve safety and traffic flow on highways, to pothole and sidewalk repair on local streets; from new and improved bicycle lanes and sidewalks, to support of public transit and paratransit services; from maintenance of the existing transportation network to constructing projects that move more people; from help finding a carpool partner, to assisting stranded motorists — the RTC proactively addresses transportation needs in our community.

Working together with transportation partners, the RTC obtains and distributes funding, including voter-approved measure D funds, to maintain the existing transportation network as well as prepare for the transportation needs of the next generation. The RTC together with local, regional and state partners works to keeps residents, business, and visitors moving wherever they want to go and however they choose to get there.

Eligibility

For the purposes of the Access for All Program, the CPUC identifies eligible Access Providers as transportation carrier[s] that hold a Commission-issued permit or a non-permitted transportation carrier that can provide documentation of the following with their **application** (Attachment A):

- 1. Background checks: Carriers must perform background checks that meet or exceed what is required of Transportation Network Companies (TNCs) under the TNC Application Form.
- 2. Insurance: Carriers must have levels of insurance equivalent to or higher than what is required of charter-party carriers under <u>General Order 115.</u>
- 3. Controlled substance and alcohol testing: Carriers must be enrolled in a controlled substance and alcohol-testing program.
- 4. Secretary of State Registration: Carriers must have their articles of incorporation filed with the Secretary of State.
- 5. Motor Carrier Profile with California Highway Patrol (CHP): Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP.



These requirements are in addition to the requirements for any transportation carrier to apply as an Access Provider, as adopted in Decision <u>D.20-03-007</u> and <u>D.21-03-005</u>. A non-permitted carrier applying to serve as an Access Provider shall submit a declaration to the RTC affirming compliance with each of the requirements. A non-permitted carrier that is approved to serve as an Access Provider shall ensure that each requirement is in effect during the term the carrier operates as an Access Provider.

Further, Access Providers must meet the following conditions:

- Directly provides, or contracts with a separate organization or entity to provide, on- demand wheelchair accessible vehicle (WAV) transportation to meet the needs of persons with disabilities.
- b. "On-demand WAV transportation" means that the provider can fulfill trip requests within 24 hours through a service that does not follow a fixed route or schedule.

In the future, the California Public Utilities Commission (CPUC) may consider the expansion of eligible Access Providers. In the event the CPUC expands the eligible pool of Access Providers, the RTC may adjust the program requirements and solicitation accordingly.

General Information

RFP Definitions:

Throughout this RFP, the following definitions will be used:

- "Contract" means a written contract executed between the RTC and a selected respondent.
- "Consultant" or "Contractor" means the firm, team, or person qualified to provide services described in this RFP.
- "Respondent" means an individual, joint venture, or a company that submits, or intends to submit, a Proposal in response to this RFP.
- "RFP" or "Request for Proposals" means the process described in this document.
- "RFP Response" and "Proposal" mean all documents submitted by a respondent in reply to this RFP request.
- "RTC Contract Manager", "RTC Project Manager", or "Contract Administrator" means the lead RTC staff assigned to oversee work of the contractor selected to implement this project.
- "RTC website" means the website maintained by the Santa Cruz County Regional Transportation Commission at www.sccrtc.org.

Inquiries: Inquiries will be accepted by phone, mail, or email. All inquiries related to this RFP should be directed to:

Amanda Marino, Project Manager 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 Phone: 831-460-3200 / Email: amarino@sccrtc.org



Santa Cruz County Regional Transportation Commission RFP2167 LAFA for Existing and Emerging Transportation Providers of Wheelchair-Accessible On-Demand Transportation Information obtained from other sources is not official and should not be relied upon for completion of the RFP. Inquiries and answers may be documented and available on the RTC website to all potential respondents at the RTC's option.

Questions, Requests for Clarification and Additional Information on the RFP:

The RFP and any subsequent information regarding this RFP, including changes made to this document and questions/responses on this RFP, will be posted on the RTC's website: http://www.sccrtc.org/about/opportunities/rfp/. It is the sole responsibility of the respondent to check the website for addenda to the RFP documents. Any questions, requests for clarification or exceptions to RFP requirements must be received by RTC no later than 12:00PM on Tuesday, March 21, 2023 to guarantee response. Email questions or requests for clarification to: amarino@sccrtc.org. If required, the RTC will post a response to inquiries relating to this call for projects in the form of an addendum posted online by or before Tuesday, March 28, 2023 on the RTC website: http://www.sccrtc.org/about/opportunities/rfp/

<u>Closing Date for RFP Responses</u>: By 12:00PM on April 21, 2023 the RTC must receive one (1) electronic copy to the email address listed on the cover of this RFP. Proposal materials received after this time will not be considered. Do not make any reference to cost of services in the hard or electronic copies of the proposal.

Addenda to RFP: The RTC reserves the right to amend this RFP at any time up until the due date. Any amendments to or interpretations of the RFP shall be described in written addenda posted on the RTC website. All addenda issued shall become part of the RFP.

If the RTC determines that the addenda may require significant changes in the preparation of proposals, the deadline for submitting the proposals may be postponed by the number of days that the RTC determines will allow Proposers sufficient time to revise their proposals. Any new due date shall be included in the addenda.

Project Budget:

The total funding available is \$114,103 for the 2023-2024 funding cycle. There is no federal funding on this project.

Method and Criteria for Selection

Scoring:

The RTC will screen applications based on the Eligibility Requirements and prioritize funding to providers that can demonstrate an ability to deliver trips within the shortest



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response times (time between trip request and passenger pick-up time). However, if there are no applicants who can provide such on-demand service, the RTC will accept applications from other providers so long as those providers' services do not follow a fixed-route or schedule.

Applicants will be score based on the point value given to their applications. The point value is derived from a rubric that reflects the questions asked in the application. There is opportunity for the RTC to contract with multiple Access Providers. If multiple Access Providers are chosen, application scores will be used to apportion funding. Applications will be scored by 1 RTC staff member, a representative from of the RTC's Elderly and Disabled Transportation Advisory Committee, and representatives from partner LAFA agencies.

Selection Process:

The RTC will establish a review committee to review the proposals. This review may be followed by an oral interview between a review committee and the entity(s) that respond(s) best to the call for project. Based on the recommendations of the review committee, RTC staff will issue a "Notice of Intent to Award" notice to all responders, indicating staff's intent to negotiate with the specific firm considered to be the most qualified recipient or recipient team. In the first year, applicants must provide a narrative outlining how the Access Provider will demonstrate improvements in response times and WAV presence and availability, and how it will promote the service. In addition, the Access Providers shall provide estimates for the following metrics that are expected to result from the project they are requesting funding for:

- i. Expected number of WAVs in operation during the first year
- ii. Outline of planned outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership promoted WAV services, and marketing and promotional materials for those activities.

All data collected as part of the Access Provider application will be used as a baseline for future years of the Access for All Program Administration.



The evaluations will be based upon the following criteria:

<u>me</u>	evaluations will be based upon the following criteria:	
1	Access Provider Response Time: How prompt and reliable is the proposed Access Providers on-demand WAV transportation? How close to 24 hours or less is the Access Provider able to guarantee trip requests and fulfillment? How flexible is the proposed Access Providers route and schedule for the on-demand WAV transportation?	5 points
2	Ability to Improve Response Times: How much is the proposed Access Provider able to improve response times for WAV service compared to the previous year and/or compared to the status quo for response times in the region? Response time is defined as the time between the request of a WAV ride and when the vehicle arrived.	5 points
3	Presence and Availability of WAVs within the Geographic Area: Can the Access Provider improve the presence or number, availability, and quality of WAVs within the geographic area compared to the previous year and/or status quo? Presence and availability refer to the number of WAVs in operations by quarter aggregated by hour of the day and day of the week.	5 points
4	<u>Public Outreach:</u> Can the Access Provider identify efforts that the Access Provider has made to publicize and promote accessible transportation within disability communities? Examples may include: a list of partners from disability communities, how the partnership promoted WAV services, and marketing or promotional materials of those activities (e.g., social media, website, in-person events).	10 points
5	<u>Certification:</u> Has the Access Provider proven that they are an eligible carrier given the CPUC requirements outlined and required in the declaration of safety form? Do drivers participate in regular safety trainings along a wide range of safety topics and are trained regularly?	10 points
6	<u>Data Response times:</u> The proposed Access Provider has shown through references that all required program data will be delivered promptly (within 30 days of each quarter) and correctly if chosen as the recipient of funds.	10 points
7	<u>Complaints:</u> Applicants have a low number of complaints, and complaints are not serious in nature; the complaints do not reflect lack of proper training, poor responses to problems or negligence on the part of WAV drivers or providers.	10 points

Total of 60 points



Following review of Proposals, the evaluation committee may conduct interviews if needed with respondents or develop a short list of contractors to interview in order to make a final selection leading to negotiations for a contract for professional services.

<u>Authority to Commit RTC:</u> Based on the findings of the evaluation committee, the RTC Contract Manager and the Executive Director of the RTC may recommend to the RTC Commission that one or more contractors be selected to perform the work.

The contract will be awarded to the firm that presents the Proposal that in the opinion of the RTC Commission is the most advantageous to the RTC, based on the evaluation criteria. Upon approval by the RTC Commission, the Executive Director will be authorized to enter into an agreement with the selected contractors. The RTC may accept or reject any and all proposals and waive any and all formalities and irregularities at any stage of the evaluation as it may deem to be in the best interest of the RTC.

Selection Disputes

Respondents not selected for interview or contract award will be informed by mail and/or email. Upon request, the RTC will offer a debriefing to respondents who were not selected, at a mutually agreeable time after award of the contract.

A proposer may object to a provision of the RFP on the grounds that it is arbitrary, biased, or unduly restrictive, or may object to the selection of a particular contractors on the grounds that RTC procedures, the provisions of the RFP or applicable provisions of federal, state or local law have been violated or inaccurately or inappropriately applied. Any objection must be submitted in writing to the RTC Contract Manager and must include an explanation of the basis for the objection:

- 1. No later than 4:00 pm on the fifth business day prior to the date proposals are due, for objections to RFP provisions; or
- 2. No later than 4:00 pm on the fifth business day after the date the proposer is notified that its Proposal was found to be non-responsive or did not meet the minimum qualifications; or
- 3. No later than 4:00 pm on the fifth business day after the date on which a proposer is notified that it was not recommended for selection, or that another proposer is recommended for selection for objections to contractors selection.

Except with regard to initial determinations of non-responsiveness, the evaluation record shall remain confidential until the RTC authorizes the award.

Protests of recommended awards must clearly and specifically describe the basis for the protest in sufficient detail. The RTC Contract Manager will respond to the objection in writing within thirty days. No contract to a contractors shall be executed until the



On-Demand Transportation

expiration of the objection period or, if an objection is filed, the issuance of a written response to the protest by the RTC Contract Manager.

The proposer may appeal the decision of the RTC Contract Manager by filing a written appeal with the RTC Executive Director, no less than three (3) working days after receipt of the written response from the RTC Contract Manager. The Executive Director's decision will be final.

Contractor Selection Timetable

The RTC intends to adhere to the following timeline, but it is subject to change at the discretion of the RTC. All times shown are in Pacific Time.

Call for Projects Advertised/Issued	February 21, 2023
Questions, Comments, Requests for Clarification	12:00 PM PST on March 21, 2023
Due	
RTC Posts Responses to Questions, Comments,	March 28, 2023
Requests for Clarification	
Call for Projects Due Date	12:00 PM PST on April 21, 2023
Contract Award (Pending RTC Board Approval)	June 1, 2023
Contract Period	July 1, 2023 to June 30, 2024

General Conditions

Respondent's Proposal Preparation Expenses: Respondents are solely responsible for their own expenses in preparing and submitting a response to this RFP as well as for subsequent interviews and contract negotiations with the RTC. The RTC will not be liable to any respondent for any costs or damages incurred by the respondent in preparing the RFP response, loss of anticipated profit, or for any other claim.

Ownership of RFP Responses: All documents, including specific RFP responses, submitted to the RTC become the property of the RTC. All materials submitted by proposers are subject to public inspection under the California Public Records Act (Government Code § 6250 et seq.), except that the RTC may withhold from disclosure clearly marked confidential trade secret information contained in any proposal, and proposer's submission of information so marked shall constitute its agreement to defend and indemnify the RTC from any claim or liability for nondisclosure thereof. After award of the contract (or if not awarded, after rejection of all proposals), all responses will be regarded as public records and will be subjected to review by the public. Any language purporting to render all or portions of the proposal confidential will be regarded as non-effective and will be disregarded.



<u>Collection and Use of Personal Information:</u> Respondents are solely responsible for familiarizing themselves and ensuring that they comply with the laws applicable for the collection and dissemination of personal information, including resumes and other personal information concerning respondent employees and employees of any proposed subcontractors/subconsultants.

Non-Commitment of RTC: This RFP is not an agreement to purchase or contract for services. The RTC reserves the right to modify or cancel in whole or in part this RFP, to reject any and all proposals, to accept the proposal they consider most favorable to the RTC's interests in their sole discretion, and to waive irregularities or informalities in any proposal or in the proposal procedures. The RTC reserves the right, in its sole discretion, not to enter into a contract as a result of this RFP. The RTC further reserves the right to reject all proposals and seek new proposals when the RTC considers such procedure to be in their best interests. All responses will be assessed in light of the needs described in this RFP, including the Scope of Services. The RTC is under no obligation to receive further information, written or oral, from any respondent. Any award will be to the contractors(s) whose Proposal is, in the sole judgment of the RTC board on the basis of the evaluation criteria herein, most advantageous to RTC.

<u>Changes to Proposals Prior to Closing Date:</u> Any proposals received prior to the due date and time specified above may be modified by written request of the proposer. Any modification must be received by the proposal due date and time specified in this RFP. After that date, no additional wording or comments will be added to the response unless requested by the RTC for purposes of clarification.

Modification of RFP Terms: The RTC reserves the right to modify the terms of this RFP at any time, and may cancel this RFP or further review of responses at any time without entering into a contract. It is the sole responsibility of prospective and actual respondent to check for modifications of and additional information pertaining to the RFP on the RTC website: http://www.sccrtc.org/about/opportunities/rfp/.

Notification of Further RFP Respondent Review and Interview Not Binding: A respondent may withdraw from consideration at any time by notifying the RTC in writing, by phone, or by email. The RTC may, at its sole discretion, withdraw the name of a respondent for further review by notifying the respondent in writing, by phone or by email. Notice in writing, by email or by phone to a respondent that it has been identified as a candidate for further review and an interview will neither constitute a contract, nor give the respondent any legal or equitable rights or privileges relative to this RFP.

<u>Contract:</u> Any contract proposed with a selected respondent shall comply with all public contracting statutes applicable in the State of California. For your reference, a sample contract is enclosed as *Attachment B*.



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Respondents shall be prepared to accept the terms and conditions of the Agreement provided herein as *Attachment B*, which include requirements for Compensation, Indemnity, and Insurance. If a Proposer desires to take exception to the above, Proposer shall provide the following information using Form 2, identified as "Exceptions to the Agreement." The exceptions to the Agreement shall include the following:

- 1. Proposer shall clearly identify each proposed change to the Agreement, including all relevant exhibits.
- 2. Proposer shall include the reasons as well as specific recommendations for alternative language.

The above factors will be taken into account in evaluating proposals. Proposals that take substantial exceptions to the Agreement or proposed compensation terms may be determined by the RTC, at its sole discretion, to be unacceptable and no longer considered for award. Only the exceptions stated in the Proposal will be considered when negotiating the Agreement.

The RTC may accept the proposal or negotiate the terms and conditions of the Agreement with the highest-ranked firm. If mutual agreeable terms are not reached, the RTC reserves the right to terminate negotiations and may open negotiations with the next highest ranked firm. RTC further reserves the right to terminate negotiations at any point without obligation to contract for services with any firm. If a proposer wishes to recommend a change to any standard RTC contract provision, the provision and any proposed alternative language must be requested in writing prior to the closing date for receipt of requests for clarifications/exceptions listed above. If no such change or exception is requested in writing, the contractor will be deemed to accept RTC's standard contract provisions. In addition, if the project will be funded by Federal funds, federal required contract provisions will be included in the RTC standard agreement.

Conflict of Interest: The prospective contractor shall demonstrate no conflicts of interest, and a commitment to avoid potential conflicts that might arise from work performed for others, past associations or pending relationships. Prospective contractor s shall disclose any financial, business, or other relationship with RTC that may have an impact upon the outcome of this contract or RTC construction projects. The prospective contractor shall also list current clients who may have a financial interest in the outcome of this contract or RTC projects that will follow. In particular, the prospective contractor shall disclose any financial interest or relationship with any construction company that might submit a bid on RTC projects.

<u>Past and future contracts:</u> Firms that have participated in past studies or other activities associated with the current RFP are not precluded from submitting proposals for this study. The firm selected to conduct the work under this RFP will not be precluded from conducting work on future projects by the RTC.



Local, State, and Federal Regulations: Any contract awarded under this request for proposals is expected to be funded in part by the State Transportation Improvement Program. The contractor must be able to meet requirements for contracts using local, state and/or federal transportation funds, and local, state and federal grant language will be incorporated into the contract, as applicable. This includes, but may not be limited to, applicable provisions set forth in the Caltrans *Local Assistance Procedures Manual (LAPM)* and the Caltrans Division of Transportation Planning: *Master Fund Transfer Agreement.*

The selected contractor (s) shall also have all state and local licenses required by applicable law for the performance of the services or any portion thereof.

<u>Financial Management and Accounting System Requirements:</u> Contracts shall not be awarded to a contractor without an adequate financial management and accounting system as required by 48 CFR Part 16.301-3, 49 CFR Part 18, and 48 CFR Part 31.

Enclosed with this Request for Proposals:

Attachment A: Program Application

Attachment B: RTC Standard Agreement

Available on the RTC Website:

(http://www.sccrtc.org/about/opportunities/rfp/)

Project Information: CPUC TNC - Access for All Program Access Provider

<u>Webpage</u>

Required Forms

- a. Program Application Form
- b. Access for All Safety Protocol Declaration Form
- c. Cost Proposal
- d. Certification of Indirect Costs and Financial Management System
- e. Form 1 California Levine Act Statement regarding conflict of interest.
- f. Form 2 Exceptions to the Agreement



Program Application Form

	<u>i iogianii Appneae</u>
Project Contact:	
Phone:	
E-mail Address:	
Project Title:	

- 1. Please give a description of your proposed project.
- 2. What type of Wheelchair-Accessible Vehicle (WAV)-related expenses are you requesting for this project (refer to Appendix A: Eligible WAV Expenses)? A template can be downloaded here.
- 3. How will your program improve the presence and availability of WAVs within Santa Cruz County? Provide an estimate of hourly number of available WAVs resulting from the proposed improvement compared to current availability.
- 4. How will your program improve response times for WAV service, as compared to the previous year and/or status quo in Santa Cruz County?
- 5. What is the estimated start date of this project?
- 6. What is the estimated end date of this project?

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- 7. Without the grant funding, how many WAVs will you have in operation in Santa Cruz County from July 1, 2023, to June 30, 2024?
- 8. What efforts will you make to publicize and promote available WAV services to disability communities? Please provide an outline of planned outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership(s) will promote WAV services, and/or marketing and promotional materials.
- 9. Please download and complete the Access for All Safety Protocol Declaration Form linked here.
- 10. What WAV driver <u>training programs</u> do you or your contracted drivers use? How many WAV drivers completed a WAV driver training program during the 2021 calendar year? A template can be downloaded here.
- 11. Please provide the number of complaints received related to WAV drivers



- 12. Please provide the estimated income by source that will go towards this program, categorized by passenger revenue; other revenue; and total grants, donations, and subsidy from other agency funds. A template can be downloaded here.
- 13. Please list estimated expenses for this program categorized by wages, salaries, and benefits; maintenance and repair; fuels; casualty and liability insurance; administrative and general expense; other expenses; contract services. A template can be downloaded here.

Please provide the following information for the last four quarters (Q1=Jan 1-March 30, 2022, Q2 = April 1-June 30, 2022, Q3=July 1-Sept 30, 2022, Q4=Oct 1-Dec 31, 2022). If this information is unavailable or not applicable, please explain why it is unavailable or not applicable.

- 14. Number of WAVs in operation—by quarter and aggregated by hour of the day and day of the week. A template can be downloaded here.
- 15. Number and percentage of wheelchair accessible trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver by quarter and aggregated by hour of the day and day of the week. For WAV trips completed, Access Providers shall have the option to demonstrate an increase in the number of trips completed or an increase in the percent of trips completed. A template can be downloaded here.
 - The % of completed WAV trip requests in a geographic area shall be calculated as the total number of completed WAV trips divided by the total number of WAV requests for a given geographic area and quarter as follows:
 Completed WAV Trip Requests - Total Completed Trips / Total
 - <u>% Completed WAV Trip Requests = Total Completed Trips / Total</u> Trip Requests
 - Applicants shall also report their WAV operating hours with the submission of the % of completed WAV trip requests.
- 16. Time elapsed from when a trip is requested until the trip is accepted for completed WAV trips in deciles by quarter (Period A). A template can be downloaded here.



- 17. Time elapsed from when a trip is accepted until the vehicle arrives in deciles by quarter (Period B). A template can be downloaded here.
- 18. Completed WAV trip request response times (Period A + B) in deciles by quarter. A template can be downloaded here.
 - a. For example, the Access Provider shall report that 10 percent of all trip requests originating in a geographic area and quarter were fulfilled in X response time minutes, 20 percent were fulfilled in X response time minutes, etc. In addition, the Access Provider shall report that the Period A time was X minutes for 10 percent of completed trips, that the Period B time was X minutes for 10 percent of completed trips, etc.
- 19. The information requested in questions 2, 10, 11 and 14-18 shall be reported to the Local Access Fund Administrator within 30 days of each quarter. Please certify that you can provide this information on time and provide references for agencies to which you regularly provide reports in a timely manner.



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Appendix A: Eligible WAV Expenses

Eligible WAV Expenses Adopted in D.20-03 007
Vehicle Costs
Lease/Rental/Purchase Costs
Rental Subsidies for Driver
Inspections
Maintenance, Service, & Warranty
Fuel Cost
Cleaning Supplies/Services
Other (Describe)
Partnership Costs
Transportation Service Partner Fees/Incentives and/or Management Fees
Vehicle Subsidies
Consultants/Legal
Other (Describe)
Marketplace Costs
Recruiting
Driver Onboarding
Training Costs
Driver Incentives
Promo Codes for WAV
Other (Describe)
Operational Costs
Marketing Costs
Technology Investments/Engineering Costs/Enhancements
Community Partnership/Engagement Costs
Rental Management
Pilot Management
Wages, Salaries, and Benefits (non-maintenance personnel)
Other (Describe)
Other (Describe)
(A)



AGENDA: February 14, 2023

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

TAC)

FROM: Amanda Marino, Transportation Planner

RE: Green Valley Road Multi-Use Trail Improvements Project

RECOMMENDATION

Staff recommends that the E&D TAC receive a presentation and provide input on the Green Valley Road Multi-Use Trail Improvements Project.

BACKGROUND

The Green Valley Road Multi-Use Trail Improvements Project will replace a dilapidated pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the city of Watsonville and the adjacent unincorporated areas of Santa Cruz County, including nearby schools, parks, social services, and numerous transit stops. This project is funded by Clean California Local Grant Program and local County funding.

DISCUSSION

The 2-mile-long path alongside Green Valley Road, from Airport Boulevard/Holohan Road to Mesa Verde Drive, will be 10 feet wide and protected by a landscaped buffer or bioswale, containing native and drought tolerant plants. The project will upgrade five METRO bus stops/shelters and one more with an accessible landing. In addition to the path itself, non-infrastructure elements include education programs at Amesti Elementary School, walking programs for all ages, bike safety classes, and community events at local parks. The project is partially a result of the temporary separated path demonstration that occurred during development of the County Active Transportation Plan.

Project Timeline: The non-infrastructure education and outreach has begun and will be complete by June 2024. The multi-use trail improvement project is scheduled to complete design in July 2023 and start construction in September 2023.

Staff recommends that the E&D TAC provide input on the Green Valley Road Multi-Use Trail Improvements Project.

SUMMARY

County of Santa Cruz staff is seeking input on the Green Valley Road Multi-Use Trail Improvements Project to improve pedestrian and bicyclist connections between the city of Watsonville and the unincorporated areas of Santa Cruz County.

AGENDA: February 14, 2023

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

FROM: Amanda Marino, Transportation Planner

RE: Santa Cruz METRO Line 71/Rapid Corridors Project

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC receive a presentation and provide input on the Santa Cruz METRO Line 71/Rapid Corridors Project.

BACKGROUND

METRO is working with the community to identify solutions aimed at making travel by bus faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. This study, funded through a Caltrans Sustainable Transportation Planning grant, will identify opportunities to improve METRO's customer experience through improved travel times, better pedestrian and bicyclist access to bus stops and upgraded bus stop amenities.

DISCUSSION

Project Objectives

- Evaluate traffic and travel conditions along the corridor.
- Identify existing needs for pedestrian, bus stop amenity and transit priority improvements.
- Develop strategies and solutions for improving transit service and access.
- Engage community members to understand needs and opportunities.
- Coordinate with local jurisdictions and key stakeholders to identify steps to implementation.

Project Timeline

September 2022 – January 2023: Data Collection and Existing Conditions January – February 2023: Round 1 community engagement survey and pop-up events

 share your feedback via this survey and interactive map of the project area at https://bit.ly/SCMetroSurveyR1.

February – July 2023: Identify problems, develop strategies, and prioritize recommendations

August – September 2023: Round 2 community engagement

October 2023: Develop Implementation Plan

October 2023 – January 2024: Prepare Final Report and Presentation

Staff recommends that the E&D TAC receive a presentation and provide input on the Santa Cruz METRO Line 71/Rapid Corridors Project.

SUMMARY

Staff recommends that the E&D TAC receive a presentation and provide input on the Santa Cruz METRO Line 71/Rapid Corridors Project to identify ways to improve transit service between the cities of Watsonville and Santa Cruz.

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