



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

(Also serves as the state-mandated Social Service Transportation Advisory Council)

AGENDA

1:30 pm, Tuesday, February 11, 2014
Main Regional Transportation Commission Office
1523 Pacific Avenue, Santa Cruz (2nd Floor)

(start time
estimate)

- | | |
|----------------|-------------------------------|
| 1:30 pm | 1. Call to Order |
| 1:32 pm | 2. Introductions |
| 1:35 pm | 3. Oral Communications |

The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

- | | |
|----------------|---|
| 1:40 pm | 4. Additions or deletions to the consent and regular agendas |
|----------------|---|

1:42 pm	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 December 10, 2013 meeting (pg 3) |
| 6. | Receive Transportation Development Act (TDA) Revenues Report as of Feb 2014 (pg 6) |
| 7. | Receive RTC Highlights through Jan 2014 (pg 7) |
| 8. | Year End Attendance Report (pg 8) |
| 9. | Year End Pedestrian Hazard Reports (pg 9) |
| 10. | Approve Committee Appointment Recommendations (pg 12) <ul style="list-style-type: none">- Kirk Ance- Patti Shevlin- Bonnie McDonald |
| 11. | Information Items (links provided, hard copy circulated at meeting) |
| 12. | Receive Agency Updates (other than items on regular agenda) (pg 18) <ul style="list-style-type: none">a. Volunteer Center<ul style="list-style-type: none">- FY 2013/2014 Second Quarter Report |

- b. Community Bridges (Consolidated Transportation Services Agency)
 - FY 2013/2014 First Quarter Report
- c. Santa Cruz Metropolitan Transit District (Metro)
 - [Jan 2014 ParaCruz Report](#) (starts on page 133 of 159 in the Metro board packet)
 - [Jan 2014 Mobility Management Report](#) (starts on page 19 of 159 in the Metro board packet)
 - Past Metro Reports (please see archives on the web):
<http://www.scmtd.com/en/agency-info/board-of-directors/70-board-agenda-archive>
- d. Santa Cruz County Regional Transportation Commission
 - [RTC's 2013 At-A-Glance](#) (print copy distributed at meeting)
- e. Private Operators

REGULAR AGENDA

- 1:45 pm 13. Draft 2014 Regional Transportation Plan & EIR – RTC staff (pg 35)**
- 2:10 pm 14. Short Range Transit Plan Update – Metro staff (pg 53)**
- 2:35 pm 15. Year End Review of TDA Claimant Performance for Volunteer Center and Community Bridges – RTC staff and others (pg 55)**
- 2:45 pm 16. Receive Pedestrian Safety Work Group Update (oral) –Chair**
- 3:00 pm 17. Chair and Vice Chair Election at April Meeting – RTC staff (pg 59)**
- 3:10 pm 18. Committee Topics for Year – RTC staff**
- 3:15 pm 19. Demonstration of New Flyer Transit Buses – Metro staff**
- 3:30 pm 20. Adjourn**

Next meeting location and time: **1:30 pm, April 8, 2014 @ RTC Office, Santa Cruz**

Future Topics: Construction Guidelines for Accessibility, Accessibility in the San Lorenzo Valley, Pedestrian FAQ, San Mateo paratransit presentation, rides to election sites

HOW TO REACH US *Santa Cruz County Regional Transportation Commission*
1523 Pacific Avenue, Santa Cruz, CA 95060
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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



Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Minutes – Draft

Tuesday, December 10, 2013, 1:30 p.m.

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

1. **Call to Order** at 1:37 pm
2. **Introductions** –Small group did not necessitate introductions.

Members Present:

Kirk Ance, CTSA Lift Line
Hal Anjo, Potential Bus Rider
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Mike Molesky, Social Service Provider Disabled
Patti Lou Shevlin, 1st District

Alternates Present:

Others Present:

Excused Absences:

Sharon Barbour, 5th District
Debbi Brooks, Soc. Serv. Provider-
Persons of Limited Mean
Sally French, Soc. Serv. Provider-
Disabled (HOPE)

RTC Staff Present:

Cathy Judd
Karena Pushnik

3. Oral Communications

Veronica Elsea attended the first meeting of the Caltrans Accessibility Advisory Committee. The group will work on pedestrian issues such as: standardized detectable warnings such as truncated domes, sidewalk surfaces and video training for law enforcement. The group will meet 3 – 4 times per year.

The following announcements were made:

- The latest issue of Santa Cruz METRO's Headways is available;
- Weekend service to Waddell Creek and Big Basin State Park is postponed until March 2014;
- Community Bridges is helping with enrollment for the Affordable Care Act and hired Raymon Cancino as the new Director beginning on January 2, 2014;
- The RTC approved funding for three projects on Monterey Bay Sanctuary Scenic Train Network and provided comments on the Notice of Intent to Adopt a Negative Declaration for the Senior Housing Complex to be constructed at the site of the St. Stephens Lutheran Church in Santa Cruz.

4. Additions or deletions to consent and regular agendas - None

5-1

CONSENT AGENDA

Action: The motion (Elsea/Daugherty) - - to approve the consent agenda - - carries unanimously.

5. Approved minutes from October 22, 2013 meeting
6. Received Transportation Development Act (TDA) Revenues Report as of Dec 2013
7. Received RTC Highlights through Nov 2013
8. Received E&D TAC Ad Hoc Committee Funding Input
9. Received Information Items
 - a. San Mateo County Paratransit User Guide
10. Received Agency Updates
 - a. Volunteer Center
 - FY 2013/2014 First Quarter Report
 - b. Community Bridges serving as the Consolidated Transportation Services Agency
 - c. Santa Cruz Metropolitan Transit District
 - Nov 2013 ParaCruz Report
 - Nov 2013 Mobility Management Report
 - Past Metro Reports
 - d. Santa Cruz County Regional Transportation Commission
 - e. Private Operators

REGULAR AGENDA

11. Metro's Short Range Transit Plan input by Pedestrian Safety Work Group

Veronica Elsea discussed the E&D TAC's Pedestrian Safety Work Group subcommittee concerns about the Metro's Short Range Transit Plan (S RTP).

Discussion included:

- Lack of a mission statement to balance the needs of both choice and transit dependent riders
- Local conditions versus industry standards
- local data sources
- Changes to distance between bus stops without taking into consideration conditions such as terrain, origins/destinations, etc.
- Customer service considerations such as travel time, sitting/waiting time, and distance and walkable access to routes/stops

Action: The motion (Elsea/Shevlin) - - for the E&D TAC to send a letter to Metro requesting that the following be considered and incorporated into the Short Range Transit Plan before it goes out for public review and that METRO staff return to the next (February 2014) E&D TAC meeting:

- *Request that a mission statement be included in the S RTP that would include a commitment to meet the needs of both people with and without other transportation choices*
- *Request that the S RTP be based on local conditions, not industry standards. If current and local data is available where people are currently getting on and off, would be helpful if it were analyzed, referenced and included in an appendix of the S RTP. If local and current data is unavailable, there is a concern about the basis for decisions about service parameters (route,*

stops, etc.)

- Request that the changes proposed to the distance between bus stops include language that is a target, rather than a minimum; and that conditions – such as origins, destinations, populations and topography/hills – be taken into account.
- Assuming the goal is to increase ridership, customer service targets – such as total travel time, sitting/waiting time, distance and walkable access to routes/stop - should be included in the S RTP

-- carries with John Daugherty abstaining.

12. Review Results of Committee Member Survey

Karena Pushnik discussed the results of the E&D TAC survey saying that overall, the committee members seem to agree with the goals and purpose of the committee, timely receipt of meeting materials, preparation of the minutes, and meeting frequency.

Results indicate three main areas where there may be room for improvement:

- Committee representative respect, support, value
- Advance preparation and use of meeting time
- More feedback about the results of the committee's advisory function

13. Receive Pedestrian Safety Work Group Update

Veronica Elsea provided an update of the Pedestrian Safety Work Group. The group discussed:

- Metro's Short Range Transit Plan
- Motorist brochure being reviewed by RTC staff
- San Lorenzo Valley Transportation Recommendations
- FAQ's in process

14. San Lorenzo Valley Transportation Recommendations

Hal Anjo discussed the San Lorenzo Valley Transportation Recommendations. He supplied members with a draft response to be considered.

Issues discussed:

- Importance of lighting on Highway 9 in the Boulder Creek area
- Bulbouts to reduce pedestrian crossing distances
- Better reflective marking for crosswalks
- Crosswalk beacons

Mr. Anjo will provide a draft report and submit the information for the February 2014 E&D TAC meeting.

15. Adjourn 3:26 pm

Respectfully submitted,



Cathy Judd, RTC Staff

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2013-2014**

MONTH	FY12-13 ACTUAL REVENUE	FY13 - 14 ESTIMATE REVENUE	FY13 - 14 ACTUAL REVENUE	DIFFERENCE DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	533,900	560,595	556,100	-4,495	-0.80%	99.20%
AUGUST	711,800	747,390	741,500	-5,890	-0.79%	99.21%
SEPTEMBER	718,257	754,170	818,354	64,184	8.51%	102.61%
OCTOBER	556,500	584,325	596,900	12,575	2.15%	102.51%
NOVEMBER	742,000	779,100	795,900	16,800	2.16%	102.43%
DECEMBER	733,930	770,626	732,985	-37,641	-4.88%	101.09%
JANUARY	534,300	561,015	557,700	-3,315	-0.59%	100.89%
FEBRUARY	712,400	749,739	0			
MARCH	632,278	689,732	0			
APRIL	475,600	486,487	0			
MAY	634,100	648,649	0			
JUNE	759,038	834,025	0			
TOTAL	7,744,102	8,165,853	4,799,439	42,218	0.52%	59%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY13 - 14.xlsx\FY2014



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

Santa Cruz County Regional Transportation Commission (RTC)

December 5, 2013 Meeting Highlights

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Update:

With the new northbound auxiliary lane paved and striped, the auxiliary lanes in both directions are now in use by motorists. Only a few small work items remain, and are estimated to be finished by the end of this year. A ribbon-cutting event is planned for January 2014 to commemorate the successful completion of the RTC's first construction management project.

Adoption of the 2014 Regional Transportation Improvement Program (RTIP):

Following a public hearing, the Commission selected over 20 transportation projects to receive over \$14 million in local shares of federal and state transportation funds, including \$5.3 million in funding for sections of bicycle and pedestrian path in the Monterey Bay Sanctuary Scenic Trail Network. Additional information on the 2014 RTIP, including information on the projects approved for new funds, is available on the RTC's website at www.sccrtc.org/funding-planning/project-funding/.

511 Traveler Information Service:

The RTC adopted the Monterey Bay Area 511 Implementation Plan, authorizing staff to develop and deploy a cost-effective, web-based 511 traveler information service in Santa Cruz County. A 511 website will be designed for viewing on mobile devices and computers and will feature information on real-time traffic conditions, multimodal trip planning, emergency notices, rideshare tools and information, and links to transportation agency websites, local programs and resources.

January 9, 2014 Meeting Highlights

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Update:

All major work items for the project are now completed, including the final list of items identified by Caltrans and the RTC's construction management consultant. One final work item includes planting mitigation trees and shrubs to comply with the City of Santa Cruz's Heritage Tree Ordinance in response to the removal of mature heritage trees during the construction of the sound walls immediately east of the La Fonda Avenue Overcrossing. This task, along with a two-year plant establishment contract, will be fulfilled by the project's landscaping subcontractor. A ribbon-cutting media event to announce the formal completion of the project will take place on January 22 on the La Fonda Bridge.

I:\E&DTAC\2014\02-Feb11\Highlights_Dec13-Jan14.docx

2013 E&D TAC Attendance

members		alternates	15-Jan	12-Feb	9-Apr	14-May	11-Jun	13-Aug	22-Oct	10-Dec
Kirk	Ance		present	present	present	present	excused	present	present	present
Hal	Anjo		excused	present	present	present	present	present	excused	present
Sharon	Barbour					present	excused	excused	present	excused
Lisa	Berkowitz	Bonnie McDonald	present	present	excused	present	present	alternate	present	present
Debbie	Brooks	Rachel Glynn	present	present	present	excused	present		alternate	excused
John	Daugherty	April Warnock	present	present	present	present	present	present	present	present
Veronica	Elsea	Tom Onan	present	excused	present	present	present	present	present	present
Sally	French	Sheryl Hagemann	present	excused	present	present	present	present	present	excused
Clay	Kempf	Patty Talbot	present	present	present	present			alternate	
Michael	Molesky		present	excused	present	present	present	present	present	present
Patti Lou	Shevlin	Michael Lewis	excused	excused	present	excused	present	present	present	present

RED
Hazard Reports

2013

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
12/05/13	Freedom Blvd	Clifford	Watsonville	pavement cracks, damaged sidewalk	pedestrian states sidewalk is raised up on several areas causing pedestrian and bike hazard. It is on valero and wells fardgo side	Maria Rodriguez, Cleo Martinez		
12/05/13	41st Ave	Capitola Rd	Capitola	pavement cracks, damaged sidewalk	pedestrian states sidewalk if lifted about two inches in front of bank of america on 41st in capitola by mall	Steve Jesberg	12/06/13	
12/04/13	32nd	Calle	Santa Cruz	lighting problem	pedestrian states that many light are out around pleasure pt and It is a safety hazard for peds and bikes. It would be good if the whole neighborhood was checked and fixed especially the road and bike path btwn moran lake-east cliff-anchorage ave	General Dept Co of SC	12/04/13	The following streetlight has been repaired: Poli #1710 - 12/13/13 - Mari Segura
11/25/13	Mission St	Younglove/Almar	Santa Cruz	traffic signal problem	pedestrian states that the walk light isn't functioning; as a blind pedestrian, there is no audible signal indicator at all; for the sighted, apparently the hand flashes but the word "walk" does not appear, the light just goes out; will not cross by herself at this intersection without a working audible signal as the lulls are very difficult to figure out.	Tom Barnett, Caltrans	11/25/13	From Roy Kirby-There was an issue with the signal controller that did affect the pedestrian indications, but they are now working. P.S.the audible (peep/peep-coo/coo) has been confirmed as working 11/26/13
11/25/13	9008 Soquel Dr	Trout Gulch	Aptos	plant overgrowth or interference	pedestrian states that past the railroad trestle going south, on the left, vegetation is almost covering the whole sidewalk; that there is no way a wheelchair could use this sidewalk or more than one person; walks this way with friends at work lunch hour, and has to walk in the street with traffic whizzing very close to them, which is scary.	General Dept Co of SC	11/25/13	
10/29/13	1017 Mission St	Rigg St	Santa Cruz	damaged sidewalk	pedestrian states that going south 10 feet from bus stop at Mission and Rigg st there is a 3-inch deep gash in sidewalk that makes it difficult for wheelchairs to pass	Cheryl Schmitt	10/29/13	
10/24/13	Water St btwn Front St & River St	btwn Water St & River St	Santa Cruz	rough pavement or potholes, pavements cracks, plant overgrowth or interference, damaged sidewalk, lack of wheelchair access, sidewalk too narrow	pedestrian states pavement bricks have been lifted by tree roots and one brick is completely gone. I use a power wheelchair and it was necessary for me to retrace my route back to the river street extension and go completely around the block to meet back up with my friend. this is no only a dangerous obstacle for pedestrians, the liability is huge.	Cheryl Schmitt	10/25/13	
10/22/13	King St	Ladera Dr	Santa Cruz	plant overgrowth or interference	pedestrian states vegetation overgrowth makes walking onsidewalk difficult and obstructs clear view of street when turning right in vehicle from kings st onto ladera dr.	Cheryl Schmitt	10/23/13	
10/08/13	Canfield Ave	Barson	Santa Cruz	debris on sidewalk, plant overgrowth or interference	pedestrian states absentee property owner trees are overgrown, encroaching onto sidewalk and dropping debris that cause a slipping hazard	Cheryl Schmitt	10/10/13	From Cheryl - I did not see any fruit on the sidewalk, however there was an uplifted sidewalk and I sent a notice to repair. - 10/10/13
09/26/13	Southbound Freedom Blvd	Mariner Way	Aptos	debris on sidewalk	pedestrian states southbound Freedom blvd near bus stop at intersection with Mariner Way, erosion from hill has covered sidewalk with dirt and gravel making it difficult to walk through.	General Dept Co of SC	09/26/13	
09/25/13	3054 Willowbrook Lane	Soquel Dr	Aptos	Plant overgrowth or interference; vehicles or objects blocking sidewalk; debris on sidewalk	pedestrian states that tree branches hanging too low, bushes/shrubs in the way, wood retaining wall leaning over sidewalk is partially broken and collapsing, drain rock falling onto sidewalk; property is adjacent to Cabrillo Fitness on Willowbrook Lane, on the same side of the street. It is a rental complex with approximately 4 units.	General Dept Co of SC	09/26/13	
09/25/13	Mt. Hermon Rd.	Skypark-Lockwood	Scotts Valley	Traffic signal problem	pedestrian states that on 9/23 about 7AM, pressing pedestrian crossing button did not provide a light for crossing Mt Hermon Rd, but did cause the traffic light to turn red for eastbound Mt Hermon traffic; on 9/24 about 8:30AM the signal operated properly; on 9/25 about 7AM, pressing the pedestrian crossing button again did not provide a pedestrian crossing signal or green vehicular traffic light for crossing Mt Hermon, but red light for eastbound Mt Hermon traffic. Pedestrian suspects an intermittent traffic signal controller problem.	Trish McGrath Frank Alvarez	09/25/13	
09/23/13	Mt. Hermon Dr.	Lockwood Lane	Scotts Valley	Traffic signal problem	pedestrian states that pedestrian push button does not work for Sky Park to Oak Tree Villa direction; crossing on a green vehicle light (and no pedestrian light) does not give enough time to cross safely	Trish McGrath Frank Alvarez	09/24/13	9-26-13: Frank Alvarez says forwarded to Majid.
09/19/13	60 Mt Hermon Rd	Glen Canyon Rd	Scotts Valley	Vehicles or objects blocking sidewalk	pedestrian says residents at this address have stored a boat on the public sidewalk for years, and routinely park their trucks on the sidewalk. 30 second video of the blocked sidewalk here http://www.youtube.com/watch?v=NkWj11Rbndk	Trish McGrath Frank Alvarez	09/20/13	

Hazard Reports

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
09/17/13	Brommer St	El Dorado Ave	Santa Cruz	plant overgrowth, debris on shoulder or bikeway, debris on sidewalk	pedestrian states plum tree dropping excessive fruit in season, will NOT walk through it.	General Dept Co of SC	09/17/13	
09/17/13	Brommer St	El Dorado Ave	Santa Cruz	debris on sidewalk	pedestrian states fruit from tree falling on sidewalk makes slippery mess, almost fell, goes into bike lane.	General Dept Co of SC	09/17/13	
09/17/13	Brommer St	El Dorado Ave	Santa Cruz	debris on shoulder or bikeway, debris on sidewalk	pedestrian states sidewalk and road on brommer side of 1209 el dorado ave has been problem for year. Fruit start dropping in spring and turns into obstacle which continues through winter. Impossible to walk on slippery, sticky sidewalk, waling around mess in road outside bike lane is dangerous.	General Dept of Co of Santa Cruz	09/17/13	
09/11/13	Brommer St	El Dorado Ave	Santa Cruz	debris on sidewalk	pedestrian states sidewalk on north side of brommer west of el dorado is a mess of crushed cherries from back yard, uncared for, fruit tree. Really dangerous place to walk, slipping hazard or walking around area means out into the street pass the bike lane, we all know nobody does the speed limit on brommer.	General Dept of Co of Santa Cruz	09/12/13	
09/05/13	West side of Soquel Dr		Santa Cruz	lack of sidewalk	pedestrian states there is no sidewalk for a short distance and a steep bank so you cannot get off the street. People walk in the street/bike lane	General Dept of Co of Santa Cruz	09/05/13	
08/27/13	Capitola Ave	Soquel Dr	Santa Cruz	traffic signal problem	pedestrian states left turn arrow activates even when no vehicle is waiting to turn left delaying pedestrians who wish to cross capitola ave. may be related to underground utility work done several weeks ago in the area	General Dept of Co of Santa Cruz	08/28/13	From Melissa Henderson - Received and forwarded for action/response to Public Works Traffic Engineering (454-2160.) - 9/17/13 - Mr. Hilker cc'd as well.
08/27/13	Soquel Dr	41st Ave	Santa Cruz	No crosswalk or striping	pedestrian states crosswalk, which crossed soquel on east side of intersection, used to have high visibility "zebra" striping and buffered limit line. After some underground construction, two northmost lanes of crosswalk were repainted without the striping or buffered limit line.	General Dept of Co of Santa Cruz	08/28/13	From Melissa Henderson - Received and forwarded for action/response to Public Works Traffic Engineering (454-2160.) - 9/17/13 - Mr. Hilker cc'd as well. - From Jack Sohriakoff - This is an encroachment issue. It is an interim striping until the final striping can be done. I don't know the schedule. I sent this to Dave previously. 08/22/13
08/20/13	Efey St	Seabright	Santa Cruz	damaged sidewalk	pedestrian states he was walking on the sidewalk when a raised square of concrete caught his shoe and he fell over onto his right side.	Cheryl Schmitt	08/21/13	From Cheryl - I will inspect and send a Notice to Repair. 08/26/13
08/20/13	Prospect Heights	Marnell	Santa Cruz	plant overgrowth or interference	pedestrian states limbs of trees hang down so close to sidewalk you have to duck under to walk by. Limbs hang out in the street and creates a danger for bicycles.	Cheryl Schmitt	08/21/13	From Cheryl - I will inspect and send a Notice to Trim Vegetation. 08/26/13
08/20/13	Prospect Heights	De Laveaga Elem School	Santa Cruz	plant overgrowth or interference	pedestrian states plant overgrowth block 1/2 sidewalk in front of house @ 761 prospect heights.	Cheryl Schmitt	08/21/13	From Cheryl - I will inspect and send a Notice to Trim Vegetation. 08/26/13
08/19/13	West Cliff Dr	San Jose Ave	Santa Cruz	plant overgrowth or interference	pedestrian states lawn/flowers/garden has grown out over sidewalk. Tighest access point is at corner where distance btwn street sign and over grown ground cover is a problem. Farther down street overgrown lawn/flowers cover half the sidewalk.	Cheryl Schmitt	08/19/13	From Cheryl - Property owner was notified. 09/03/13
08/18/13	Grandview St	Grandview Terrace	Santa Cruz		pedestrian states red curbs not painted; cars parking in red curbed areas prevent drivers from seeing clearly when exiting grandview terrace.	Cheryl Schmitt	08/19/13	From Cheryl-Email forwarded to the Parking Programs Manager-08/19/13 From Cheryl-The red curb will be repainted. 08/18/13
08/18/13	Grandview	Western Dr	Santa Cruz	plant overgrowth or interference	pedestrian states overgrowth @ 205 grandview and obstruct tops sign on grandview @ western. Pedestrians coming northbound up western are not visible to traffic stopped @ grandview/western because of vegetation on western dr facing side of this property	Cheryl Schmitt	08/19/13	
08/04/13	East Cliff Dr	Riverside Ave	Santa Cruz		pedestrian states when crossing from south-east corner toward south-west corner there is a sweeping, blind, free right turn lane for motorists (heading downhill) to cross before arriving at a pedestrian refuge island. This segment has no signal for motorist or pedestrians. pedestrians wishing to cross can't look for traffic coming from the left at corner due to utility box blocking sight, as well as concrete barrier btwn bridge sidewalk and bridge roadway. make crossing very hazardous and difficult	Cheryl Schmitt	08/05/13	From Cheryl - A grant application has been submitted to HSIP to fund an enhanced pedestrian crossing at this location. We will not know if we received funding for at least 3 months. - 08/05/13
07/24/13	DeLaveaga Dr	Elk	Santa Cruz	vehicles or objects blocking sidewalk	pedestrian states vehicles frequently parked on the sidewalk where pedestrians need to walk	Cheryl Schmitt	07/25/13	From Cheryl - Forwarded to Parking Enforcement - 07/29/13
07/21/13	Soquel Dr	Capitola Ave	Soquel	traffic signal problem	pedestrian states when trying to cross capitola ave along soquel dr left turn signal for westbound traffic from soquel dr to capitola ave always turns green whether or not any vehicle is present in left turn lane. Pedestrian must wait for left turn signal to cycle through, causes unnecessary delay for pedestrians to cross capitola ave, has been happening ever since soquel creek water main construction project started earlier this year	General Dept of Co of Santa Cruz	07/22/13	
07/20/13	Robertson St	Soquel Wharf Rd	Soquel	Vehicles or objects blocking sidewalk, lack of wheelchair access	pedestrian states there is a raised sidewalk along robertson st that ends @ soquel wharf rd with tall curb and no cut out; challenge for those using mobility devices or aides compounded by second asphalt curb standing alone about 2 feet out in roadway from sidewalk edge/curb. unnecessary curb prevents access to sidewalk for people pushing strollers or with walking difficulties and forces them to walk in robertson st for quite some distance until there is actual curb cut.	General Dept of Co of Santa Cruz	07/22/13	

Hazard Reports

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
07/17/13	Center St	Washington St	Santa Cruz	plant overgrowth or interference	pedestrian states overgrowth could create an impact for sight impaired pedestrians, overgrowth extends onto greater than half of sidewalk	Cheryl Schmitt	07/18/13	From Cheryl - I will send a Notice to Trim Vegetation. 07/18/13
06/10/13	Laurel Street	Between California and Blackburn	Santa Cruz	Plant overgrowth or interference	pedestrian states it's impossible to walk past or duck under overgrown plants; says she cut her ear twice on branches trying to duck under them	Cheryl Schmitt	06/11/13	From Cheryl - "This is an on-going issue with these property owners. I will send them a Notice to Trim Vegetation." 6-11-13
06/04/13	Caledonia	Windsor	Santa Cruz	Damaged sidewalk	pedestrian states concern for young kids walking to gault elementary and injuries that could happen due to severely damages sidewalk	Cheryl Schmitt	06/05/13	From Cheryl - I will send a Notice to Repair. 06/05/13
05/22/13	Water St	Market St	Santa Cruz	Traffic signal problem	pedestrian states the walk cycle at the corner of water and market is so short that an able-bodied person can just get across the crosswalk before the light changes. Crosswalk runs between a medical complex and a bus stop	Cheryl Schmitt	05/22/13	From Cheryl - Forwarded to traffic maintenance. 05/22/13
03/30/13	Felker Rd	Ocean St	Santa Cruz	plant overgrowth or interference, damaged sidewalk	pedestrian states north side of felker st has shifted by large roots underneath sidewalk, many areas of concern for tripping and falling on edges of concrete, sidewalk in poor condition from san lorenzo walkway to felker rd near 1607 ocean where walk is too narrow with overgrown bushes.	Cheryl Schmitt	04/02/13	From Cheryl - Letters have been sent to all property owners on Felker Street with sidewalks that are out of compliance. 4/12/13

9-3

COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: *Kirk Ance*

Home address: [REDACTED]

Mailing address (if different): *236 Santa Cruz Ave Aptos, CA 95003*

Phone: (Cell) [REDACTED] (business/message) *831-688-8840 ex 238*

E-mail: [REDACTED]

Length of residence in Santa Cruz County: *25 Years*

Position(s) I am applying for: *E&D TAC Member*

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

I have been an E&D TAC Member for over about two years.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges/ Lift Line (CTSA)	Aptos	Director Current Position	89-14 Current

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.

I would like to remain on this committee to continue my support for the elderly and disabled residents. My qualifying experience is that I have worked for the Santa Cruz County CTSA (Lift Line) for over 15 years and understand transportation and it's needs for the elderly and disabled.

My accomplishments on the committee have been being part of a group that makes decision and moves things forward on behalf of the elderly and disabled in a positive and dedicated manner. Also reaching out and meeting unmet needs such as adding to the out of county transportation program and adding a new same day rides program.

The committee's endeavors that most interest me are all of them however I have the most knowledge on transportation needs.

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


Signature

1/31/14
Date

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: kpushnik@scrtc.org

Questions or Comments: (831) 460-3200

COMMITTEE APPOINTMENT APPLICATION

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

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

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



PLEASE TYPE OR PRINT CLEARLY

Name: Bonnie McDonald

Home address: [REDACTED]

Mailing address (if different): Sheds on Wheels
1777-A Capitola Rd, Santa Cruz CA 95062

Phone: (home) [REDACTED] (business/message) 464-3180 x103

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 17 years

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

☐ alt for Lisa Berkowitz ☐ _____

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

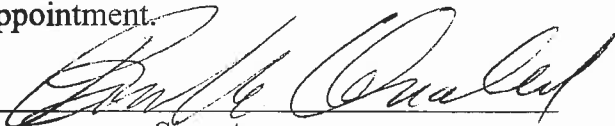
Non-profit management position →

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Meals on Wheels/ Community Bridges	1777-A Capitola Santa Cruz 95062	Program Manager Home Delivered Meals	10/2006 - present
Senior Network Services	<u>Same</u>	Program Manager Linkages Case Management Program	1999 - 2006
Pajaro Valley Shelter Services	Watsonville, CA	Development Director	1995 - 1999

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

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


Signature

12/30/13
Date

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: kpushnik@sccrtc.org

Questions or Comments: (831) 460-3200

COMMITTEE APPOINTMENT APPLICATION

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

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

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



PLEASE TYPE OR PRINT CLEARLY

Name: Patti Shevlin

Home address: [REDACTED]

Mailing address (if different): _____

Phone: (home) [REDACTED]

(business/message) _____

E-mail: _____

Length of residence in Santa Cruz County: 64 years

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

☒ 1st District

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

I HSS Advisory Commission

Elderly & Disabled Transportation Commission

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates

Helped get La Pasada Bus Back. Helped with Arana Gulch.

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.

Patti Shubin

Signature

1-15-14

Date

Return Application to:

SCCRTC

Elderly & Disabled Transportation Advisory Committee

1523 Pacific Avenue

Santa Cruz, CA 95060

fax: 460-3215 email: kpushnik@sccrtc.org

Questions or Comments: (831) 460-3200

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	Santa Cru SLV/SV		Watsonvil	<div style="border: 1px solid black; padding: 2px; display: inline-block;">* 2nd Qtr total 2013-14</div>	2nd Qtr total 2012-13
Volunteers	27	12	10	49	55
Unduplicated Clients	53	60	15	128	123
Total Rides	590	260	69	919	1333
 Ride Requests unable to fill	 2	 0	 0	 2	 19
Unfilled requests referred other agencies	0	2	0	2	9
Requests cancelled by client	52	7	0	59	58
 <u>Trip destinations</u>					
Physician	169	110	29	308	364
Shopping & bank	158	56	2	216	163
Stroke Center	0	0	0	0	0
Hospitals and therapy	0	0	5	5	3
Convelescent homes	0	0	0	0	0
Doran Low Vision Center	0	0	0	0	0
Clinishare Dialysis	0	0	0	0	0
Other	12	0	1	13	48
Total	339	166	37	542	578
 <u>Avg ride length (YTD)</u>	 16				
 <u>Total Miles driven (YTD)</u>	 29,984				
 <u>Total Reimbursement (YTD)</u>	 \$379				

129-1

	<u>Total</u> <u>FY13-14</u>	<u>%</u>
<u>Client Jurisdictions</u>		
Santa Cruz City	20	22%
Scotts Valley City	11	12%
San Lorenzo Valley	13	14%
Capitola City	6	7%
Watsonville City	21	23%
Midcounty Unincorporated	17	19%
South County	2	2%
Out of County	0	0%
Total Clients (unduplicated)	90	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	127	21%
Scotts Valley City	91	15%
San Lorenzo Valley	89	15%
Capitola City	79	13%
Watsonville City	20	3%
Midcounty Unincorporated	132	22%
South County	56	9%
Out of County	0	0%
Total	594	100%

Volunteer Center Transportation Program 2013-2014
Narrative

Our wonderful drivers always go the extra mile with their senior clients. As the holidays can be a hard time for our seniors with no families in the area, it warms the heart to hear stories from our clients that their drivers helped out extra chores like holiday cards, Christmas wrapping and even baking cookies. It truly is "More than just a ride."

Marilyn is one of our senior volunteer drivers. Marilyn had the unique experience of going from provider to recipient of our transportation services... overnight. After suffering a foot injury she was left unable to drive and stranded at home. However, part of her recovery process required multiple visits to her doctor and her physical therapist. She was able to rely on her friends at the Transportation Program for transportation to essential medical appointments. With her foot fully healed, she is back behind the wheel and back to volunteer driving. She tells us she has gained an even better appreciation for the value her volunteer service with the Transportation Program.

Our outreach efforts this quarter to recruit more drivers consisted of a mailing of 120 letters that went to all churches in Santa Cruz County. There was a personalized letter and a flier asking for their parishioners to "Be A Hero" and become a Transportation Driver. The church administrators were called one week after the letters went out. We received calls from various church members and we have now got seven new drivers. The Transportation letters, mailing and follow-up calls were all made by Volunteers. The next campaign to add more drivers will be next month including a mailing and calling major clubs in Santa Cruz County and also requesting an opportunity for The Volunteer Center of Santa Cruz County's Transportation Program to come and be a guest speaker.

We are slightly behind on our year goal for rides but anticipate these numbers to grow over the next quarter due to the increase in our driver pool. We should meet goals by years end.



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003

P. 831.688.8840 F. 831.688.8302

www.communitybridges.org

January 15, 2014

Mr. Marc Pimentel
Director of Finance
City of Santa Cruz Finance Department
809 Center St., Rm. 101
Santa Cruz, CA 95060

RE: **First Quarter Report for 13/14**
(contract between "City of Santa Cruz and Community
Bridges/Consolidated Transportation Services Agency")

Dear Mr. Pimentel:

Enclosed please find the TDA Quarterly Report for the period beginning July 1, 2013 and ending September 30, 2013.

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

Sincerely,

Susan Marinshaw
Chief Administrative Officer

encl.

ecc: Karena Pushnik, Senior Transportation Planner, SCCRTC
Kirk Ance, Division Director, CTSA: Lift Line
C. Benson, Chief Financial Officer, Community Bridges

S:\Admin\CB Documents New\CTSA\SC City TDA 13.0125\314 TDA Reports\TDA 13-14 1st Qtr cvr.doc

126-1

Please consider naming Community Bridges in your estate plan.



COMMUNITY BRIDGES
Puentes de la Comunidad

www.communitybridges.org

The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

Quarterly TDA
Report :

FY 13/14 QUARTER 1

Time Period:

JULY-AUG-SEPT 2013

CC 20,22,23,26,31,32,38						CC21				CC29				CC 24,30				CC36				Total
#	Performance Measures to be	TDA Medical				Meals on Wheels				Taxi Scrip				Elderday				ISSP				
		July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	
1	Unduplicated Passengers per Month	70	77	68	109	52	60	57	68	80	85	65	97	106	108	107	111	0	0	0	0	385
2	Total Passenger Trips (Units of Service) per Month	514	408	402	1,324	1,187	1,345	1,175	3,707	243	264	204	711	3,112	3,179	2,885	9,176	0	0	0	0	14,918
3	Number of Incidents per Month	0	0	0	0	0	0	1	1	0	0	0	0	2	5	0	7	0	N/A	N/A	0	8
4	Number of Accidents per Month	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	N/A	N/A	0	1
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0	0	0	0	N/A	N/A	N/A	0	1	0	1	2	0	N/A	N/A	0	2
6	Number of No-Shows per Month	20	19	9	48	N/A	N/A	N/A	0	N/A	N/A	N/A	0	81	64	75	220	N/A	N/A	N/A	0	268
7	Number of Turndowns or Referrals per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	0	0
8	Total Donations per Month	\$302	\$47	\$2,577	\$2,926	N/A	N/A	N/A	\$0	N/A	N/A	N/A	\$0	N/A	N/A	N/A	\$0	N/A	N/A	N/A	\$0	\$2,926
9	Operating Cost per Passenger Trip				\$42.85				\$7.83				\$9.26				\$12.05					
10	Operating Cost per Vehicle Service Hour				\$40.71				\$44.57								\$49.38					
11	Passengers per Vehicle Service Hour				0.92				5.71								4.01					
12	Passengers per Vehicle Service Mile				0.06				0.38								0.28					
13	Van Mileage per Program				20,108				9,764								30,100					

Footnote: Line 9 includes both taxi and Lift Line costs and units of service combined. Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.

Note: Out-of-County rides switched from all-volunteer drivers/dispatchers to LL funded services on 1/1/13.

Quarter 1: Lift Line is meeting its target goals so far and is coming in under its proposed "total cost per service unit" for all categories which are TDA funded. Lift Line is also providing more rides than proposed for Taxi Scrip and TDA funded Medical Rides.

2-9-2013

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: January 24, 2014
TO: Board of Directors
FROM: April Warnock, Paratransit Superintendent
SUBJECT: METRO PARACRUZ OPERATIONS STATUS REPORT–OCTOBER & NOVEMBER 2013

I. RECOMMENDED ACTION

This report is for information only - no action requested

II. SUMMARY OF ISSUES

- METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- METRO assumed direct operation of paratransit services November 1, 2004. This service had been delivered under contract since 1992.
- Discussion of ParaCruz Operations Status Report.
- Attachment A: On-time Performance Chart displays the percentage of pick-ups within the “ready window” and a breakdown in 5-minute increments for pick-ups beyond the “ready window”. The monthly Customer Service Reports summary is included.
- Attachment B and B2: Report of ParaCruz’ operating statistics. Performance Averages and Performance Goals are reflected in the Comparative Operating Statistics Table in order to establish and compare actual performance measures, as performance is a critical indicator as to ParaCruz’ efficiency.
- Attachments C and D: ParaCruz Performance Charts displaying trends in rider-ship and mileage spanning a period of three years.
- Attachment E: Current calendar year’s statistical information on the number of ParaCruz in-person eligibility assessments, including a comparison to past years, since implementation in August of 2002.

12 c -1

7-12.1

III. DISCUSSION

Comparing October 2012 to October 2013, ParaCruz rides increased by 563 rides.
Comparing November 2012 to November 2013, ParaCruz rides increased by 269 rides. This increase in ridership appears to be attributable to the economic recovery of residents of Santa Cruz County, as the actual number of ParaCruz eligible riders has not increased significantly.

From September 2013 to October 2013, ParaCruz rides increased by 551 rides. From October 2013 to November 2013, rides decreased by 1320. This decrease follows the trend displayed in Attachment C; Number of Rides Comparison.

Please note an additional line item on the bottom of the chart on Attachment B and B2. The title of the line item is 'Denied Rides', which we are now tracking within our documentation, as recommended by the Auditor who performed our Federal Triennial Audit.

IV. FINANCIAL CONSIDERATIONS

NONE

V. ATTACHMENTS

Attachment A: ParaCruz On-time Performance Chart

Attachment B & B2: Comparative Operating Statistics Table

Attachment C: Number of Rides Comparison Chart and Shared vs. Total Rides Chart

Attachment D: Mileage Comparison Chart and Year to Date Mileage Chart

Attachment E: Eligibility Chart

12C-2

7-12.2

ATTACHMENT B

Board of Directors
Board Meeting January 24, 2014

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through October 2013.

	Oct 12	Oct 13	Fiscal 12-13	Fiscal 13-14	Performance Averages	Performance Goals
Requested	8904	9350	32,577	33,864	8259	
Performed	8203	8766	30,576	32,074	7667	
Cancels	18.24%	18.56%	17.96%	18.10%	19.16%	
No Shows	3.38%	2.82%	3.23%	2.81%	3.08%	Less than 3%
Total miles	56,236	62,420	208,236	227,877	54,478	
Av trip miles	4.56	5.10	4.65	5.0	4.88	
Within ready window	95.79%	94.88%	95.46%	94.99%	95.54%	92.00% or better
Excessively late/missed trips	1	4	5	9	1.92	Zero (0)
Call center volume	6527	N/A	23,010	N/A	N/A	VOIP being UPDATED
Hold times less than 2 minutes	96.8%	N/A	96.92%	N/A	N/A	Greater than 90%
Distinct riders	789	782	1229	1299	788	
Most frequent rider	44 rides	56 rides	105 rides	204 rides	50 rides	
Shared rides	67.9%	65.0%	65.4%	65.5%	65.32%	Greater than 60%
Passengers per rev hour	1.93	2.13	1.97	2.04	1.96	Greater than 1.6 passengers/hour
Rides by supplemental providers	3.95%	17.12%	8.53%	14.02%	10.45%	No more than 25%
Vendor cost per ride	\$23.91	\$25.73	\$21.93	\$23.85	\$22.41	
ParaCruz driver cost per ride (estimated)	\$28.47	\$28.31	\$27.38	\$31.19	\$29.26	
Rides < 10 miles	67.85%	64.28%	67.54%	64.32%	66.06%	
Rides > 10	32.15%	35.72%	32.46%	35.68%	33.94%	
Denied Rides	N/A	0	N/A	0	0	Zero

12c-3

7-12b.1

ATTACHMENT B 2

Board of Directors
Board Meeting January 24, 2014

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through November 2013.

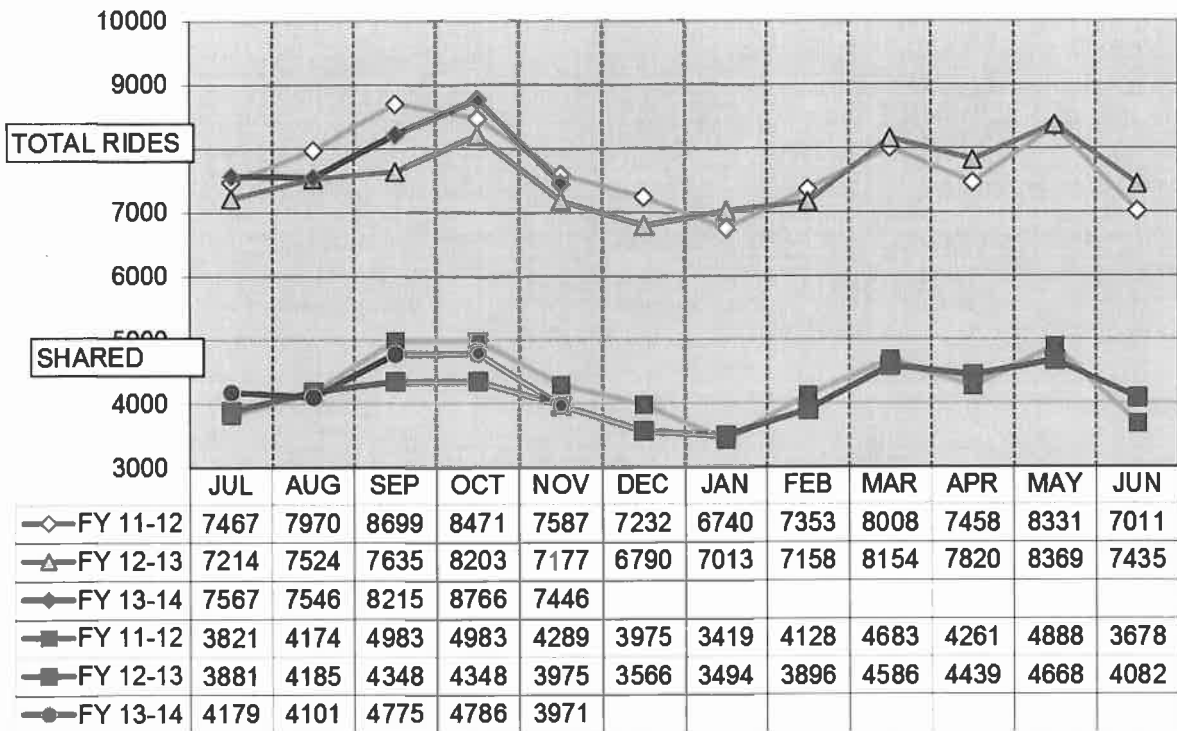
	Nov 12	Nov 13	Fiscal 12-13	Fiscal 13-14	Performance Averages	Performance Goals
Requested	8172	8235	40,749	42,099	8264	
Performed	7177	7446	37,753	39,520	7690	
Cancels	21.66%	22.02%	18.70%	18.86%	19.19%	
No Shows	3.24%	2.68%	3.23%	2.78%	3.03%	Less than 3%
Total miles	50,205	53,017	258,441	280,894	54,711	
Av trip miles	4.85	4.96	4.63	4.99	4.92	
Within ready window	96.61%	95.88%	95.68%	95.16%	95.48%	92.00% or better
Excessively late/missed trips	1	0	6	9	1.83	Zero (0)
Call center volume	6403	N/A	29,413	N/A	N/A	VOIP being UPDATED
Hold times less than 2 minutes	96.8%	N/A	96.91%	N/A	N/A	Greater than 90%
Distinct riders	770	778	1325	1394	789	
Most frequent rider	47 rides	55 rides	184 rides	246 rides	51 rides	
Shared rides	64.7%	64.0%	65.6%	65.2%	65.26%	Greater than 60%
Passengers per rev hour	1.86	2.01	1.95	2.04	1.97	Greater than 1.6 passengers/hour
Rides by supplemental providers	2.65%	11.21%	7.41%	13.54%	11.16%	No more than 25%
Vendor cost per ride	\$21.89	\$25.60	\$21.93	\$24.12	\$22.72	
ParaCruz driver cost per ride (estimated)	\$28.07	\$32.66	\$27.25	\$31.48	\$29.64	
Rides < 10 miles	68.93%	63.36%	67.80%	64.14%	65.60%	
Rides > 10	31.07%	36.64%	32.20%	35.86%	34.40%	
Denied Rides	N/A	0	N/A	0	0	Zero

7-12b2.1

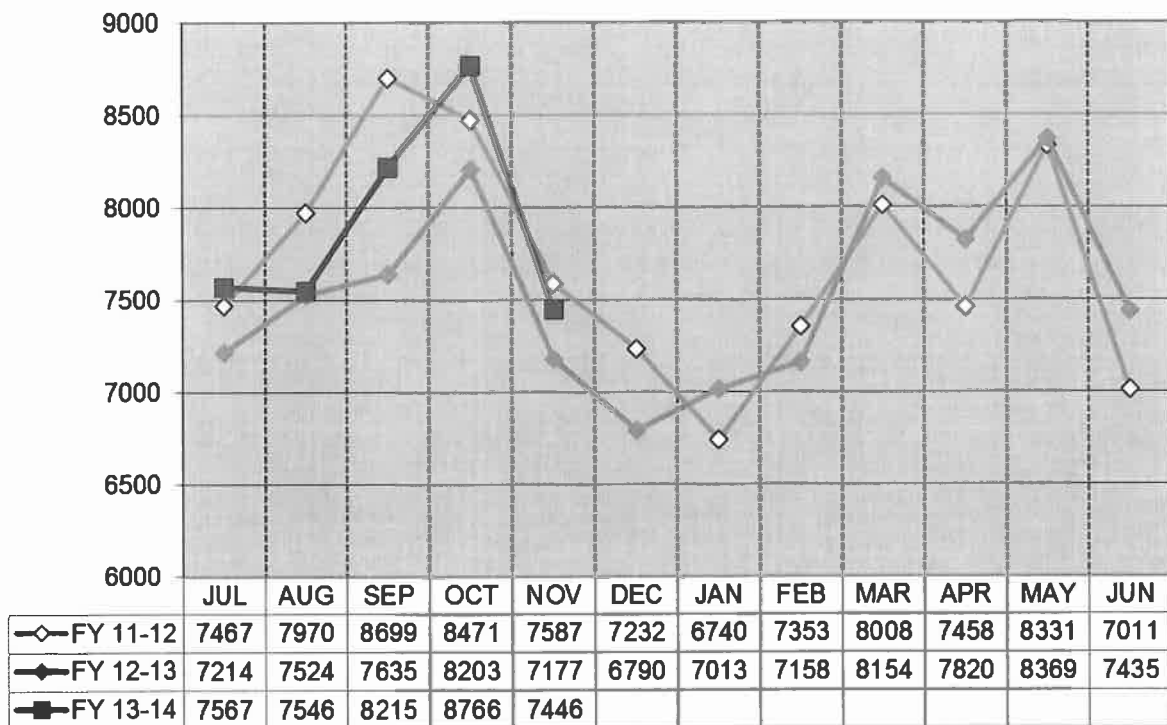
12c-4

ATTACHMENT C

TOTAL RIDES vs. SHARED RIDES



NUMBER OF RIDES COMPARISON CHART



12c-5

7-12c.1

ATTACHMENT E

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
DECEMBER 2012	42	0	3	2	0	47
JANUARY 2013	58	0	5	3	0	66
FEBRUARY 2013	41	0	4	0	0	45
MARCH 2013	58	0	8	0	0	66
APRIL 2013	42	0	2	3	0	47
MAY 2013	66	0	3	4	1	74
JUNE 2013	58	0	2	1	0	61
JULY 2013	44	0	3	1	0	48
AUGUST 2013	56	0	5	3	0	64
SEPTEMBER 2013	62	0	4	2	0	68
OCTOBER 2013	59	0	0	1	0	60
NOVEMBER 2013	41	0	2	3	0	46

Number of Eligible Riders for the month of October 2013 = 3084

Number of Eligible Riders for the month of November 2013 = 3149

7-12e.1

12c-6

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: January 24, 2014

TO: Board of Directors

FROM: John Daugherty, METRO Accessible Services Coordinator

SUBJECT: ACCESSIBLE SERVICES REPORTS FOR OCTOBER AND NOVEMBER 2013

I. RECOMMENDED ACTION

This report is informational only. No action required.

II. SUMMARY OF ISSUES

- After a demonstration project, the Accessible Services Coordinator (ASC) position became a full time position to organize and provide METRO services to the senior/older adult and disability communities.
- Services include the METRO Mobility Training program and ongoing public outreach promoting METRO's accessibility. The ASC also participates in METRO's staff training and policy review regarding accessibility.
- Two persons have served in the ASC position from 1988 to today. In 2002 the ASC position was moved into the newly created Paratransit Department. On May 27, 2011 the Board approved the staff recommendation to receive monthly reports on the activity of the ASC.

III. DISCUSSION

The creation of the Accessible Services Coordinator (ASC) position was the result of a successful demonstration project funded through the Santa Cruz County Regional Transportation Commission. Two persons have served in the ASC position from 1988 to today. Both hiring panels for the ASC included public agency representatives serving older adults and persons with disabilities.

The first ASC, Dr. Pat Cavataio, served from April 1988 through December 1998. The second ASC, John Daugherty, began serving in December 1998.

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the older adult and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, clients, community agencies and organizations, and the general public regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

12c-7

7-2.1

During 2002 the ASC position was moved from Customer Service to the newly created Paratransit Department. Mr. Daugherty was the first employee. His placement was followed by hiring of the first Paratransit Superintendent, Steve Paulson and the current Eligibility Coordinator, Eileen Wagley.

On May 27, 2011 the Board approved the following recommendation: "Staff recommends that this position be reinstated in FY 12 budget with the requirement that this position be evaluated during FY12 to make sure the service items that are being requested by the Community are being carried out by this position. Additionally, staff recommends that this position be required to provide a monthly activity report to the Board of Directors during FY12."

IV. FINANCIAL CONSIDERATIONS

None

V. ATTACHMENTS

Attachment A.1: Accessible Services Coordinator (ASC) Activity Tracking Report for October 2013

Attachment A.2: ASC Activity Tracking Report for November 2013

Prepared by: John Daugherty, METRO Accessible Services Coordinator
Date Prepared: January 16, 2014

12c-8

7-2.2

Attachment A.1

Accessible Services Coordinator (ASC) Activity Tracking Report for October 2013

What is Mobility Training?

Mobility Training is customized support to allow access to METRO services. It can include:

- **An Assessment:** The ASC meets the trainee to assess the trainee's capabilities to use METRO services. They discuss the trainee's experience using public transit and set goals for training sessions.
- **Trip Planning:** Practice to use bus route schedules, maps, online resources and other tools to plan ahead for trips on METRO fixed route and METRO ParaCruz services. All Mobility Training includes some trip planning.
- **Boarding/Disembarking Training:** Practice to board, be secured, and then disembark (get off) METRO buses. This training has been requested by persons using walkers, wheelchairs, scooters and service animals. The training session includes work with an operator and out of service bus and lasts three to five hours.
- **Route Training:** Practice using METRO buses to travel to destinations chosen by trainees. The training session includes practice on handling fares, bus riding rules and emergency situations. One training session can take two to eight hours. One or two sessions to learn one destination is typical. The number of training sessions varies with each trainee.

There was progress with 24 trainees:

- One person was a new referral from the Eligibility Coordinator: The ASC set and then he cancelled his Assessment because he is waiting for a new wheelchair. File opened.
- One person completed her next Route Training session.
- The ASC exchanged emails with three other trainees to check their progress.
- The ASC met two other persons, learned of their progress and began closing their files. The ASC began closing another trainee's file since there was no response to follow up phone calls.
- Training with 16 persons is almost complete: October activity included checking on whether further training is needed and preparation to close their files or complete their referral sheets.

12c-9

7-2a1.1

Attachment A.1

Training Overview for October 2013:

- Amount of time dedicated to training sessions and follow up activity: At least 84 hours
- Tracking of scheduled appointments vs. cancelled:
Five appointments scheduled, two appointment cancelled

Highlights of Other Activity - Outreach performed in the community:

- October 15 Seniors Commission meeting
- October 22 Elderly and Disabled Transportation Advisory Committee meeting
- October 25 Outreach at Farmers' Market, Watsonville

Meetings are usually scheduled for two hours. Total ASC time spent includes preparation for the meeting, the meeting itself and follow up activity. ASC activity for each meeting can take four to nine hours.

The total audience for October outreach/orientation was at least 60 persons. Information was provided during meetings and follow up phone calls and emails.

Requests from the community and METRO staff:

- The ASC followed up at least 28 individual contacts in person and/or over the phone. Most contacts regarded follow up on outreach activity and checking the status of individual training.
- The ASC coordinated the October 2 New Bus Fixed Route Bus Operators' Americans with Disabilities Act (ADA) Introduction Training. He presented to the class and did follow up contacts with community participants Norm Hagen, Nicon Keesaw and Lesley Wright after the training.
- Outreach activities included the ASC's October 18 visit to scout the Watsonville Farmers' Market and placing other contact phone calls and sending emails to set up activity.

12c-10

7-2a1.2

Attachment A.2

Accessible Services Coordinator (ASC) Activity Tracking Report for November 2013

There was progress with 22 trainees, including two couples:

- One person successfully completed her Route Training to a new destination.
- Another person confirmed to the ASC that she had successfully completed Route Training.
- One person referred herself for Route Training and Trip Planning assistance. The ASC provided the assistance and opened her file.
- One former trainee referred another person for Trip Planning assistance. The ASC provided the assistance and answered questions.
- One trainee updated the ASC on her progress during one bus ride. Another trainee emailed his progress.
- The ASC closed files for four trainees: One mother and daughter travelling duo required no further assistance. One lady told ASC her travel needs were met. The fourth person told ASC in downtown Santa Cruz that his travel needs were met.
- Training with 12 persons – including one husband and wife travelling duo- is almost complete: November activity included checking on whether further training is needed and preparation to close their files or complete their referral sheets.

Training Overview for November 2013:

- Amount of time dedicated to training sessions and follow up activity: At least 81.50 hours
- Tracking of scheduled appointments vs. cancelled:
Three appointments were scheduled, no appointment was cancelled

Highlights of Other Activity - Outreach performed in the community:

- November 8 Outreach at Farmers' Market, Watsonville
- November 14 Commission on Disabilities meeting
- November 18 Pedestrian Safety Work Group meeting
- November 19 Orientation for Special Day Class at Harbor High School, Santa Cruz

Meetings are usually scheduled for two hours. Total ASC time spent includes preparation for the meeting, the meeting itself and follow up activity. ASC activity for each meeting can take four to nine hours.

The total audience for November meetings and outreach was at least 64 persons. Questions on METRO service varied. Information was provided during meetings and follow up emails and phone calls.

7-2a2.1

12c-11

Attachment A.2

Requests from the community and METRO staff:

- The ASC followed up at least 24 individual contacts in person and/or over the phone. Most contacts regarded outreach issues and training status.
- ASC outreach activities included November orientation at Harbor High School Special Day Class and December activity in Watsonville being set up -an Independence Square Presentation and Farmers' Market Outreach – as well as set up for Scotts Valley High School Special Day Class Orientation in January.
- Professor Roberto Manduchi invited the ASC to be Guest Lecturer at his November 14 UCSC class. The class title and focus is Technology, Disability and Society. The ASC's after work hours talk – "One Piece of the Independent Living Movement: The Stakes of Accessible Public Transportation" – involved over 70 students.
- ASC participation in the November 21 in house New Fixed Route Bus Operators' Securement Testing included wheelchair securement practice and contacting community members Lesley Wright and Norm Hagen.

12c-12

7-2a2.2

AGENDA: February 11, 2014

TO: Elderly & Disabled Technical Advisory Committee (E&DTAC)
FROM: Ginger Dykaar, Transportation Planner
RE: Draft 2014 Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the E&DTAC Committee:

1. Receive information on the Draft 2014 Regional Transportation Plan;
 2. Review and provide comments on the Draft 2014 Regional Transportation Plan (RTP) by April 8, 2014;
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-two years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, and airports.

The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area. Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SSCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas

emissions. The RTC coordinates with AMBAG on the development of the MTP/SCS by identifying financial constraints and transportation projects for inclusion in the MTP/SCS. In order to meet federal mandates, AMBAG must adopt the MTP/SCS by June 2014.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2035 MTP/SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2035 MTP/SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2035 MTP/SCS EIR, which includes environmental review of the three regional transportation plans and serves as the EIR for the 2014 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

DISCUSSION

2014 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of nine chapters:

1. Why Sustainability?
2. Transportation Network
3. Travel Patterns
4. Vision for 2035 (Policy Element)
5. Funding Our Transportation System (Financial Element)
6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

The three main components of the RTP are the policy element, the financial element and the action element.

- The Policy Element identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
 - Draft approved by RTC: May 3, 2012
 - Revised draft approved by RTC: June 26, 2013
- The Financial Element identifies funds available to the region and lists the additional funding needs over the next 22 years. The 2014 RTP includes revenues from a potential future local half-cent sales tax and a vehicle registration fee.
 - Draft approved by RTC: June 26, 2013
- The Action Element of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded

within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained).

- o Draft approved by RTC: August 15, 2013 TPW

An additional component to the 2014 Regional Transportation Plan is an analysis of performance of the 2014 RTP to assess how well the plan advances the targets that have been identified as part of the policy element. A summary of the results is provided in Attachment 2. The RTC will consider release of the Draft 2014 RTP at the February 6, 2014 meeting. The document is anticipated to be released for public review on February 12th, starting a 55 day review period which ends April 8, 2014. The Draft 2014 RTP will be available online at <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/> following its release. **Staff recommends the E&DTAC Committee receive information on the Draft 2014 Regional Transportation Plan and review and provide comments by April 8, 2014.**

Environmental Impact Report

The CEQA required environmental review for the 2014 Regional Transportation Plan (RTP) is included in the EIR for the 2035 MTP-SCS. The environmental review evaluates the potential environmental effects of implementing the 2035 MTP-SCS, including the 2014 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios, and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2035 MTP/SCS EIR, AMBAG has the primary responsibility for approving the "project"- 2035 MTP-SCS including the 2014 RTP for Santa Cruz County. The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2014 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2035 MTP-SCS EIR presents a region-wide assessment of the impacts of the proposed 2035 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2035 MTP-SCS EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed. AMBAG will consider release of the Draft 2035 MTP-SCS EIR, in concert with release of the Draft 2035 MTP-SCS, for a 55-day public review period at the AMBAG Board meeting on Wednesday, February 12th. The public comment period on the Draft 2035 MTP-SCS EIR, which includes environmental review of the Santa Cruz County 2014 RTP will close on April 8, 2014. The Draft 2035 MTP-SCS EIR will be available online at <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/> and www.ambag.org following its release.

Next Steps

The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the MTP. The preliminary draft RTP will be reviewed by the Regional Transportation Commission at their February 6, 2014 meeting. The document along with the associated Environmental Impact Report is anticipated to be released for public review on February 12th, starting a 55 day review period which ends April 8, 2014. This review period corresponds with the Draft MTP-SCS EIR review period. Notices about the availability of the document will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft RTP and EIR will be posted on the Commission's web site and copies will be provided to local libraries.

A summary of dates related to finalizing the RTP are provided below.

- February 6, 2014 – Preliminary Draft RTP will be reviewed by RTC
- February 12, 2014 – Anticipated release date for Draft 2014 RTP and Draft EIR for Public Comment
- March 6, 2014 RTC Meeting – RTP and EIR Public Hearing
- April 8, 2014 – End of 55 day public comment period
- May 1, 2014 RTC Meeting – Approve changes to Draft 2014 RTP for final submission to AMBAG
- June 11, 2014 – AMBAG adopts MTP-SCS and certify EIR
- June 26, 2014 – RTC adopts Final 2014 RTP

SUMMARY

The draft Regional Transportation Plan and draft Environmental Impact Report are scheduled for release on February 12, 2014, starting a 55-day review period which will end on April 8, 2014. The documents will be available on the RTC website, <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/>. Notices will be sent to interested parties. **Staff recommends the E&DTAC Committee review and provide comments on the Draft 2014 Regional Transportation Plan by April 8, 2014.** Adoption of the 2014 RTP is schedule for the June 26, 2014 RTC TPW meeting.

Attachments:

1. Executive Summary of Preliminary Draft 2014 Regional Transportation Plan
2. Summary of Performance Analysis Results

I:\E&DTAC\2014\02-Feb11\RTP\SR-Draft 2014 RTP.doc

Attachment 1

2014 | Santa Cruz County REGIONAL TRANSPORTATION PLAN



DRAFT



Santa Cruz County
Regional Transportation Commission
FEBRUARY 2014

Draft 2014 Santa Cruz County Regional Transportation Plan

Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2014 Regional Transportation Plan (called the “2014 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2035. The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, will be incorporated into a Metropolitan Transportation Plan (MTP) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2014 RTP.

Chapter 1 – Why Sustainability?

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the natural environment, and the economic vitality of our region. The 2014 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- **System Preservation** – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- **Safety** – The numbers of fatal and injury motor vehicle collisions are being reduced nationally, statewide and locally. As we continue to successfully improve the safety for individuals that drive cars, the fatality rates for individuals that bicycle and walk, the most vulnerable transportation users, also need to be addressed.
- **Congestion** – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

EXECUTIVE SUMMARY

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health affects, and air pollutants can affect both environmental and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Energy** – Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future. The International Energy Agency (IEA) 2012 World Energy Outlook states that “the world is still failing to put the global energy system onto a more sustainable path.”
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** - Existing funding sources are insufficient to finance major transportation improvements and ongoing maintenance. New revenue sources will be needed to make major modifications to our transportation system and to eliminate the growing backlog of maintenance needs.

The 2014 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

Chapter 2 – Transportation Network

Santa Cruz County has a rich multi-modal transportation network. The county’s existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1. In the last decade, improvements were made to Highway 1 on Mission St, the Highway 1 and 17 interchange and most recently, new auxiliary lanes between Soquel and Morrissey.

The RTC recently purchased the Santa Cruz Branch Rail line that extends between Davenport and Watsonville on behalf of the community. This purchase will allow the RTC to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed and funding for design and construction on two main segments of the trail has been programmed.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Commute Solutions and 511 traveler information services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

Chapter 3 – Travel Patterns

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that the growth rate will increase to 6% every decade through 2035. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by approximately the same rate as the population.

Much effort on this 2014 RTP and the 2035 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” VMT per capita is estimated to decrease by 18% relative to 2005 and total VMT for Santa Cruz County is expected to decrease by 3% by 2035 as population increases.

The 2011-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County is not currently available from this CHTS data. However, the 2006-2010 American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. This data shows that Santa Cruz County residents are choosing to ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remains the same.

Chapter 4 – Vision for 2035

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2014 RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable

EXECUTIVE SUMMARY

transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2014 RTP are as follows:

Goal 1: Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

Goal 2: Reduce transportation related fatalities and injuries for all transportation modes.

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.

For the first time, the Santa Cruz County Regional Transportation Plan identified measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long range plan will perform over time in advancing the targets. The assessment of performance is provided in Chapter 7.

Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 70% of the transportation revenues, 18% from state and 12% from federal. Based on current and projected revenue sources, approximately \$2.7 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2035 (\$125 million per year). The vast majority (75%) of anticipated revenues are committed to specific dedicated uses of which approximately \$1 billion is slated for transit service and capital improvements. A large proportion of these transit revenues come from our county's dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

Discretionary, relatively flexible funding typically available to a variety of types of projects makes up only 25% of the local, state and federal funding (\$675 million). Of this, \$390 million would come from a future countywide sales tax measure and vehicle registration fees, with voters deciding what projects receive those revenues. **The Regional Transportation Commission (RTC) has discretion over less than 6% of the funds** available for transportation projects in the next 22 years (approximately \$7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP).

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized, depending on a number of factors including decisions made by voters and the state and federal governments.

Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact

13-9

fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$5.6 billion, whereas the estimated funds available through 2035 is approximately \$2.7 billion –half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2014 and 2035 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2014 RTP’s 25-year time-line as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “Unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2014 RTP, the RTC worked with the Sustainable Transportation Council (STC) to utilize the Sustainable Transportation and Analysis Rating System (STARS). RTC also worked closely with AMBAG on a scenario planning process to identify priority projects given financial constraints. Input was solicited from project sponsors, the public, public interest groups and RTC committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of over 300 projects that could be implemented over the twenty-two year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 22 years and constitute the 2014 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 22 years, approximately \$2.7 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 200 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2014 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on projected available funding, include:

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of Auxiliary lanes on Highway 1 between State Park Drive in Aptos and Soquel Ave

EXECUTIVE SUMMARY

- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities
- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail , the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2014 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include: developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

Chapter 7 – System Performance

The performance of the 2014 RTP has been analyzed to determine how well the constrained list of transportation projects and programs advance the goals and targets of the RTP. Utilizing the Sustainable Transportation and Analysis Rating System (STARS) and AMBAG's scenario planning effort, it is evident that a balance of project types is best able to advance the plan's performance targets.

The plan makes progress towards and meets many of the targets set forth for the RTP, though funding constraints make it impossible to fully meet all of the targets. The greenhouse gas emissions target as well as the economic benefit target have not only been met but exceeded. **Figure ES.1** describes how the Santa Cruz County 2014 RTP performs for each of the targets.














Target	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	Plan falls short of target 
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	Plan meets target 
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	Plan meets target 
Target 1Di - Improve travel time reliability for vehicle trips.	Measure has decreased relative to existing condition but has improved in comparison to 2035 no project 
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	Plan meets target 
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	Plan falls short of target 
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	Measure will be monitored over time to assess progress 
Target 2B - Reduce total number of high collision locations.	Measure will be monitored over time to assess progress 
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	Measure has improved in comparison to status quo budget but has decreased relative to existing conditions 
Target 3B - Reduce the number of transportation facilities in "distressed" condition by 3 percent by 2020 and 5 percent by 2035.	Measure will be monitored over time to assess progress 
Target 3C - Reduce travel times and increase travel options for people who are transportation disadvantaged (TD) due to income, age, race, disability or limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.	Plan falls short of target 
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	Plan meets target 
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	Plan meets target 

Figure ES.1 – Summary of 2014 Project List Performance for Advancing Targets

Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2014 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2014 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR evaluates changes to the project lists and policies and addresses new information not previously available. The EIR analyzes the potential environmental impacts of the 2014 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.




Chapter 9 – What's Next?


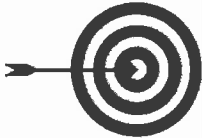

The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.


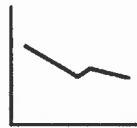
Santa Cruz County is susceptible to a wide range of climate change effects. Although there is currently no requirement to include climate adaptation into the RTP, the RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

Technological innovations will continue to affect all aspects of society, including transportation. As these technologies become more widely used and information becomes available, they can be incorporated into the RTP. Vehicular Communication Systems, also known as connected vehicles, are one example of an emerging technology in which vehicles can communicate with other vehicles and/or roadside units through wireless technology. Connected vehicles such as cars, trucks, buses, and trains could communicate important safety and mobility information to one another. This ability would save lives, prevent injuries, greatly reduce the cost of traffic collisions, ease traffic congestion, save time and fuel, improve the environment and have significant economic advantages. The RTC will be watching the evolution of this technology for incorporation into future RTPs.

Attachment 2
Summary of 2014 Project List Performance for Advancing Targets


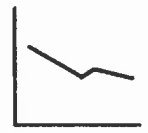

ACCESS and ENVIRONMENT			
GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities near major activity centers with emphasis on filling gaps in the network ✓ Bicycle and pedestrian bridges over Highway 1 ✓ Transit level of service improvements ✓ Curb ramps 	The percentage of the population that are within a 30 minute bike or walk of key destinations increases with implementation of the RTP but falls short of the target.	 <i>Plan falls short of target</i>
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage and facilitate shifts to carpool, bike, walk, transit, telecommuting ✓ Park and ride lots ✓ Intersection Improvements that reduce idling 	A reduction in GHG emissions of 16.2% per capita by 2035 has met and surpassed the 5% target.	 <i>Plan meets target</i>
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike racks ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, walk, transit ✓ Park and ride lots 	A reduction in fuel consumption allows \$13 million to be re-invested into the local economy and thus the target has been met.	 <i>Plan meets target</i>

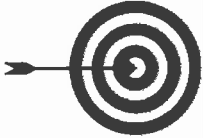

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1Di - Improve travel time reliability for vehicle trips.	<ul style="list-style-type: none"> ✓ Hwy 1 Auxiliary Lanes ✓ Intersection operational improvements ✓ Roadway improvements such as merge lanes, transit turnouts ✓ Signal synchronization ✓ HOV signal priority and queue jumps ✓ Bus rapid transit, such as transit priority ✓ Freeway Service Patrol 	Travel time reliability has decreased relative to existing conditions but has improved in comparison to 2035 no project.	 <p>Measure has decreased relative to existing conditions but has improved in comparison to 2035 no project</p>
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities in key destination areas with emphasis on filling gaps in the network ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Bicycle/pedestrian separated facilities ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes, bike signals etc) ✓ Wider sidewalks buffered from automobile traffic ✓ Traffic calming and greenways ✓ Curb ramps 	Bicycle and pedestrian network quality has improved with this plan.	 <p>Plan meets target</p>
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, pedestrian and , transit ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking 	Single occupancy vehicle mode share has decreased with this plan by 6.4% but falls short of the 8% target.	 <p>Plan falls short of target</p>

SAFETY			
GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>
Target 2B - Reduce total number of high collision locations.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>

Maintenance and Equity

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.

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The pavement condition index (PCI) has decreased to 42 relative to existing PCI of 53 but is improved in comparison to status quo budget that could bring PCI down to 28. Target has not been met.	 <p><i>Measure has improved in comparison to status quo budget but has decreased relative to existing conditions</i></p>
Target 3B - Reduce the number of transportation facilities in "distressed" condition by 3 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Bus replacements ✓ Upgrades to transit facilities ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The number of transportation facilities in "distressed" condition can be monitored over time.	 <p><i>Measure will be monitored over time to assess progress</i></p>
Target 3C - Increase the percentage of people who are transportation disadvantaged due to income, age, race, disability, or limited English proficiency that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facility improvements near schools and other transportation disadvantaged destinations with emphasis on filling gaps in the network and ADA improvements ✓ Transit improvements such as increased service on high ridership routes ✓ Curb ramps ✓ Rail transit 	The percentage of the transportation disadvantaged population that is within a 30 minute bike or walk of key destinations is increased but plan falls short of the target.	 <p><i>Plan falls short of target</i></p>

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	<ul style="list-style-type: none"> ✓ Bus rapid transit, such as transit priority ✓ Transit improvements such as increased service on high ridership routes ✓ Auxiliary lanes on Highway 1 ✓ Monterey Bay Sanctuary Scenic Trail ✓ Rail transit 	The regional projects that are identified in the plan provide an equitable distribution to low income and minority populations and thus the target has been met.	 <i>Plan meets target</i>
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	<ul style="list-style-type: none"> ✓ Public participation plan ✓ Workshops ✓ Web and social media outreach ✓ Email distributions ✓ Surveys ✓ Press releases ✓ Project sponsor board approvals 	Public participation was solicited in developing the plan at every juncture and thus the target has been met.	 <i>Plan meets target</i>

To: Elderly & Disabled Transportation Advisory Committee
From: Erich Frederick, Santa Cruz Metropolitan Transit District (METRO)
Meeting Date: February 11, 2014

RE: Short Range Transit Plan

Santa Cruz METRO's 2013 Short Range Transit Plan is a planning document focused on transit service and capital improvements over a five year horizon. This document will guide Santa Cruz METRO in regards to service changes, capital projects, fleet management, public outreach and communication, as well as other elements like financial and legislative forecasting, and policy revisions and recommendations.

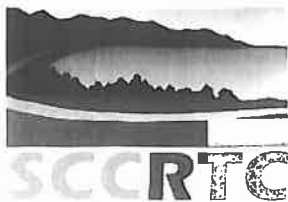
The bulk of the 2013 Short Range Transit Plan is focused on recommending new and/or improved service planning policies. The SRTP recommends that Santa Cruz METRO develop four specific policies to allow the agency to become more proactive in its service planning process. The four policies are:

- Transit Emphasis Corridors
- Performance Standards and Service Review
- Route Deviation Standards
- Bus Stop Spacing Standards

The service recommendations outlined below are considered mild and conservative in nature. This SRTP steps away from any major service shake ups and focuses on service changes that make Santa Cruz METRO's transit system simple, effective, safe, efficient, equitable throughout the county. Overall the service changes below would be consistent with the developed service policies and are mostly cost neutral, amounting to only a 1% increase in service hours.

At the December 13, 2013 METRO Board of Directors meeting, the Board voted to release the Draft 2013 Short Range Transit Plan for a 90 day public review period. As a part of that review period, METRO staff is presenting the draft SRTP to various stakeholders, including E/D TAC. Written comments on the Draft SRTP will be accepted through March 13, 2014. The Board of Directors is scheduled to hold a final public hearing for the adoption of the SRTP in late March or late April 2014.

The Draft SRTP can be found at: <http://www.scmtd.com/agency-info/planning>



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

December 10, 2013

Daniel Dodge, Chair
Board of Directors
Santa Cruz Metropolitan Transit District
110 Vernon St.
Santa Cruz, CA 95060

RE: Short Range Transit Plan Comments

Dear Board of Directors and Chair Dodge:

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 with limited means.

At their December 10 meeting, the E&D TAC approved the following action:

Send a letter to the Metro requesting that the following be considered and incorporated into the Short Range Transit Plan, preferably before it goes out for public review.

- A. *Request that a mission statement be included in the SRTP that would include a commitment to meet the needs of **both** people with **and** people without other transportation choices.*
- B. *Request that the SRTP be based on local conditions, not industry standards. If current and local data is available about where people are currently getting on and off, would be helpful if it were analyzed, referenced and included in an appendix of the SRTP. If local and current data is unavailable, there is a concern about the basis for decisions about service parameters (route, stops, etc).*
- C. *Request that the changes proposed to the distance between bus stops include language that it is a target, rather than a minimum; and that conditions -- such as origins, destinations, population and topography/hills -- be taken into account.*
- D. *Assuming the goal is to increase ridership, customer service targets -- such as total travel time, sitting/waiting time, distance and walkable access to routes/stop -- should be included in the SRTP.*

The E&D TAC requests that Metro staff attend the next meeting -- scheduled for 1:30 pm on February 11, 2014 -- to discuss the issue.

Sincerely,

Michael Molesky, Chair
Elderly and Disabled Transportation Advisory Committee

cc: Les White, General Manager
Erich Friedrich, Metro Planner
Claire Fliesler, Metro Planner

14-2

I:\E&DTAC\OUTREACH\2013\Metro_SRTP_Dec11_LtrHd.docx

www.sccrtc.org

AGENDA: February 11, 2014

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Karena Pushnik, SCCRTC Staff
RE: **FY 2012-13 Transportation Development Act Funds – Year End Reports**

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee review the final TDA figures for the Volunteer Center and Community Bridges, compared with the goals in the approved claims for FY 2012-13.

BACKGROUND

The Regional Transportation Commission (RTC) allocates Transportation Development Act (TDA) funds from the region's share of the ¼ cent sales tax according to established formulas in the Commission's Rules and Regulations.

The E&D TAC generally reviews upcoming fiscal year (FY) TDA claims for the Volunteer Center, Community Bridges and the Santa Cruz Metropolitan Transit District at their April meeting. Because the claim needs to be approved before the start of the fiscal year, the actual results from that year are not available. At the last TDA claim review, the committee expressed interest in undergoing a comparison of the year-end results of prior year's TDA claim.

DISCUSSION

Attached are the following TDA FY 2012-13 items:

- Volunteer Center year-end report and claim goals (Attachment 1)
- Community Bridges year-end report (Attachment 2)
- Community Bridges claim goals (Attachment 3).

Staff recommends that the RTC review these results and take them into consideration into the next round of TDA claims.

Attachments:

- 1. Volunteer Center FY 2012-13 Year End TDA Report and TDA claim goals*
- 2. Community Bridges FY 2012-13 Year End Report*
- 3. Community Bridges FY 2012-13 TDA Claim goals*

\\RTCSERV2\INTERNAL\E&DTAC\TDA\ANNUAL TDA PLAN\TDAYEAREND 12-13_ED02-2014.DOC

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

Attachment 1

	<u>Santa Cruz</u>	<u>San Lorenzo Vale</u>	<u>Watsonville</u>	<u>Total YTD</u> <u>2012-13</u>	<u>Goals for</u> <u>2012-13</u>	<u>2011-2012</u>
Volunteers	36	15	20	71		65
Unduplicated Clients	83	62	42	187	185	208
Total Rides	3004	1283	484	4771	4600	4693
				0		
Ride Requests unable to fill				106		89
Unfilled requests referred other agencies				34		22
Requests cancelled by client				167		192
<u>Trip destinations</u>						
Physician				1451		1597
Shopping & bank				656		734
Stroke Center				0		0
Hospitals and therapy				26		15
Convelescent homes				0		0
Doran Low Vision Center				0		0
Clinishare Dialysis				0		0
Other				103		190
Total				2236		2536
<u>Avg ride length (YTD)</u>	16.8					
<u>Total Miles driven (YTD)</u>	76,087					
<u>Total Reimbursement (YTD)</u>	\$ 1,860					

Quarterly TDA

Report :

FY 12/13 ANNUAL

Time Period:

JULY 2012 - JUNE 2013

#	Performance Measures to be	CC 20,22,23,26,31,32,38					CC21					CC29					CC 24,30					CC36					CC 39						Total
		TDA Medical					Meals on Wheels					Taxi Scrip					Elderday					ISSP					Out of County Medical						
		Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total		
1	Unduplicated Passengers per Month	137	143	218	119	617	51	68	66	62	247	84	113	91	90	378	127	125	120	119	491	0	100	103	91	294	31	15	82	128	256	2,283	
2	Total Passenger Trips (Units of Service) per Month	1,596	1,472	1,405	1,433	5,906	2,961	3,120	3,057	3,330	12,468	546	525	480	557	2,108	9,269	8,886	8,662	9,608	36,425	0	7,499	14,943	1,664	24,106	154	96	424	467	1,141	82,154	
3	Number of Incidents per Month	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	3	4	2	10	19	0	0	0	0	0	0	0	0	0	0	22	
4	Number of Accidents per Month	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	5	
5	Number of Mechanical Failures (including lift failure) per Month	2	0	1	0	3	0	0	0	0	0	N/A	N/A	N/A	N/A	0	2	2	4	2	10	0	0	0	0	0	0	0	0	0	0	13	
6	Number of No-Shows per Month	42	41	41	50	174	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	0	322	282	282	321	1207	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	0	1,381	
7	Number of Turndowns or Referrals per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	0	3	0	0	0	3	3	
8	Total Donations per Month	\$281	\$3,930	\$654	\$1,813	\$6,678	N/A	N/A	N/A	N/A	\$0	N/A	N/A	N/A	N/A	\$0	N/A	N/A	N/A	N/A	\$0	N/A	N/A	N/A	N/A	\$0	693	742	N/A	N/A	\$1,435	\$6,678	
9	Operating Cost per Passenger Trip					\$37.25					\$8.18					\$13.65					\$12.45					\$1.46					\$80.15		
10	Operating Cost per Vehicle Service Hour					\$50.74					\$46.35										\$51.21					\$58.37					\$40.16		
11	Passengers per Vehicle Service Hour					1.27					5.67										4.10					39.84					0.50		
12	Passengers per Vehicle Service Mile					0.06					0.35										0.29					1.43					0.03		
13	Van Mileage per Program					88,123					35,114										118,277					16,832					32,967		

Footnote: Line 9 includes both taxi and Lift Line costs and units of service combined. Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.

Note: Out-of-County rides switched from all-volunteer drivers/dispatchers to LL funded services on 1/1/13.

FY 12/13 TDA funded rides are as follows:

Medical: 5,906 total rides provided of which, 100% were TDA funded or TDA matched funds with 5317.

Meals on Wheels: 12,468 total rides, 60% TDA funded.

Elderday: 36,425 rides, 11 % TDA funded.

ISSP: 24,106 total rides, 12% TDA funded.

Taxi Scrip: 2,108 total rides, 100% TDA Funded. 2100

ATTACHMENT 2
Community
Rides

15-3

OPERATION PLAN SERVICE OF UNITS
EXHIBIT C - 2
2012 / 2013

TABLE 1 - TDA PROPOSED SERVICE UNITS

	TAXI SCRIP	OUT OF COUNTY MEDICAL ⁽¹⁾	MEDICAL TDA ⁽²⁾	MEALS ON WHEELS ⁽³⁾	ELDERDAY	WINTER SHELTER PROGRAM ⁽⁴⁾	TOTAL UNITS	TOTAL
FUNDS ALLOCATED	\$60,277	\$21,036	\$306,239	\$82,896	\$63,757	\$8,632	23,324	\$531,835
OPERATING COST	\$14.63	\$25.71	\$32.55	\$7.37	\$10.77	\$2.05		
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director/Fleet Mgr, Admin. Asst, Info. Mgr, Rent, Liability Insur., Phone, Supplies, etc	\$5.84	\$10.26	\$9.12	\$2.07	\$3.02	\$0.41		
B. ADMINISTRATION 14.5% of total cost per unit.	\$3.47	\$6.10	\$7.07	\$1.60	\$2.34	\$0.42		
TOTAL COST PER SERVICE UNIT	\$23.94	\$42.07	\$48.74	\$11.04	\$16.13	\$2.88		
12/13 PROJECTED TDA UNITS OF SERVICE	2,100	500	6,263	7,508	3,953	3,000	23,324	
Comparison Only 11/12 Projected TDA Units of Service	3,140	1,973	5,568	6,107	6,400	3,003	26,191	
EQUIPMENT PURCHASE MATCH								\$0
TOTAL TDA CLAIM REQUEST								\$531,835

Note 1) The cost of Out of County Medical rides were under projected for 11/12 and the 4th Quarter TDA report showed the cost was \$32.98 per passenger trip this is due to the fact the price of gas has gone up drastically and these are all long distance rides over Hwy 17, and there have been times when there wasn't a volunteer available and a Lift Line driver took clients to the medical appointments.

Note 2) The overall costs are up due to the higher gas cost as well as vehicle insurance.

Note 3) The cost for MOW rides has show a decrease since last year because ridership is up. We added more rides for MOW since funding for rides as cut completely from the City of Capitola and decreased in all other MOW funding sources. The funds cut of \$47,903 equals a loss of over 4000 rides.

Note 4) The winter shelter program has a sign in sheet that asks for their age and disability 30% disabled and 7% are seniors.

Alt. moment 3
 community
 riders

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Karena Pushnik, Senior Transportation Planner
RE: Committee Chair and Vice Chair Election at the April Meeting

RECOMMENDATIONS

This is for your information only.

BACKGROUND

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

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

DISCUSSION

At your April 11 E&D TAC meeting, elections will take place for the E&D TAC chair and vice chair. As noted in the bylaws, the term is one year and elections take place annually on the first meeting following the March RTC meeting which is March 6.

Members are encouraged to forward nominations, including self nomination, to the RTC staff prior to the April meeting. Chairing the E&D TAC is an excellent opportunity and staff recommends that all members strongly consider deepening their committee experience by taking a turn as chair. The April staff report will include all nominations received. An election will be held, and the chair will begin presiding immediately.

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

Committee Objectives: Serves as the Social Services Transportation Advisory Council pursuant to Transportation Development Act statutes 99238. Advises the Santa Cruz County Regional Transportation Commission (SCCRTC), the Santa Cruz Metropolitan Transit District (Metro), the Consolidated Transportation Services Agency (CTSA), social service agencies and the local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs and projects for the elderly, disabled (includes physical and mental disabilities) and persons of limited means populations. (Committee duties specifically referenced in other documents are as noted: A - Transportation Development Act Statutes, B - 1992 Paratransit Implementation Plan)

1. Assists in the determination of transportation needs of the elderly, disabled and persons of limited means populations, including the annual assessment of unmet transit needs (A, B);
2. Solicits input of transit dependent and transit disadvantaged persons, including elderly, disabled and persons of limited means, for the unmet needs assessment process pursuant to Transportation Development Act statutes 99238.5 (A);
3. Reviews claims submitted to the Commission that deal with specialized transportation services or pedestrian issues;
4. Advises the SCCRTC, Metro, CTSA, the County and other providers on policy decisions including but not limited to the coordination and consolidation of specialized transportation services, paratransit and other transportation for the county's elderly and disabled residents and residents of limited means (B);
5. Reviews specialized transportation planning and the pedestrian sections of studies and plans prepared by the Santa Cruz County Regional Transportation Commission, the Santa Cruz Metropolitan Transit District, the Consolidated Transportation Service Agency, the local jurisdictions and other agencies, as necessary (A, B);
6. Reviews recommendations for the specialized transportation, transit and pedestrian sections of the Regional Transportation Plan, including policies, programs and capital improvement projects (A);
7. Reviews and advises implementing agencies on transportation capital improvement projects with pedestrian elements with regards to accessibility for projects which are either funded by the SCCRTC or are otherwise major, regional level transportation projects. Project review by the E/D TAC involves review of the proposed concept and proposed design for the accessible pedestrian features of the transportation project. Local implementing agencies may seek the advise of the E/D TAC for more localized, locally funded pedestrian projects at their discretion.

8. Monitors programs concerning transportation needs of elderly and disabled persons and persons of limited means initiated by the implementing agencies and proposes methods of using transportation to integrate the elderly, disabled and persons of limited means populations into the community (A, B);
9. Operates as a forum for communication between public and private agencies, users, and providers (B);
10. Assists in the pursuit of local, state and federal funds for specialized transportation and pedestrian projects and advises the Commission on project priorities for funding and grant applications for pedestrian projects and other projects and programs addressing transportation for the elderly, disabled and persons of limited means populations;
11. Serves as advocates on behalf of the elderly, disabled and persons of limited means populations regarding transportation related issues.

Committee Membership (As required by the Transportation Development Act statutes):

<u>Representatives of:</u>	<u># of voting members</u>
potential transit users who are 60 years of age or older	1
potential users who have a disability	1
local social service providers for seniors, including one representative of the Santa Cruz County Seniors Commission	2
local social service providers for people with disabilities, including one representative of the Santa Cruz County Commission on Disabilities	2
local social service provider for persons of limited means	1
for each of the five Supervisorial Districts, specifically representing elderly populations and/or persons with disabilities and/or persons of limited means	5
private, for profit transportation agency	1
Santa Cruz County Consolidated Transportation Service Agency (CTSA)	2
Santa Cruz Metropolitan Transit District (Metro)	1
Metro Accessible Services Task Force (MASTF)	<u>1</u>

Total 17

Appointments: Members representing agencies specified above are appointed by that agency and accepted by the Commission; all other members are appointed by the Commission based on an open application process.

Quorum: A quorum is nine members, assuming that there are no vacant positions.

Meeting Frequency: Every even numbered month; second Tuesday of the month at 1:30 pm.

Meeting Location: At least one meeting annually will be scheduled for an appropriate location outside of the City of Santa Cruz and in proximity to a major transit route.

Bylaws Approval: Bylaws must be recommended for approval by the Elderly & Disabled Transportation Advisory Committee and approved by the Santa Cruz County Regional Transportation Commission. The Bylaws shall also be submitted to the Consolidated Transportation Services Agency Board for their review.

See Bylaws for Commission Committees for further guidance on membership, terms of office, officers, committee staff, meeting procedures and conflict of interest disqualification.

\\Rtcserv1\shared\committee evaluation\final committee bylaws\EDTAC description.doc