



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

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**NOTE LOCATION:**

**AGENDA ~ 1:30pm- 3:30pm, Tuesday, June 9, 2015**  
**Regional Transportation Commission Santa Cruz Office**  
**1523 Pacific Avenue, Santa Cruz, CA, 95060**

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

**1:42pm- CONSENT AGENDA**

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

- 5. Approve minutes from April 14, 2015 – p. 3-8**
- 6. Receive E&D TAC letter supporting City of Scotts Valley Town Center 'Active Transportation Program' grant application – p. 9-10**
- 7. Receive E&D TAC letter supporting City of Santa Cruz Branciforte Creek 'Active Transportation Program' grant application – p. 11**
- 8. Final Unmet Paratransit and Transit Needs List- p. 12-19**
- 9. Receive FY13/14 FTA 5310 Grant Award Information - p. 20-22**
- 10. Receive resignation from Norm Hagen – p. 23**
- 11. Receive Transportation Development Act Revenues Report – p.24**
- 12. Receive RTC Meeting Highlights – p. 25-26**
- 13. Receive Information Items (none)**
- 14. Receive Agency Updates** *(other than items on the regular agenda)*

- a. Volunteer Center
- b. Community Bridges – **p. 27-28**
  - i. 2nd Quarter FY 14/15 TDA Report
- c. Santa Cruz Metro – **p. 29-39**
  - i. ParaCruz Report
  - ii. SCMTD Board Items

## **REGULAR AGENDA**

- 15. 1:45pm- Receive Committee Recruitment Results and Make Recommendations – p. 40-47**
- 16. 2:00pm- Receive Metro Update and Ad Hoc Committee Status (oral report)**
- 17. 2:15pm- Receive Passenger Rail Feasibility Study – Draft Report – p. 49-69**
- 18. 2:45pm- Receive Pedestrian Safety Workgroup Update (oral report)**
- 19. 3:00pm- Adjourn** (meeting may go as late as 3:30 pm)

**Next meeting: 1:30 pm, August 11, 2015 @ RTC Office, Santa Cruz**

Future Topics: Handicapped Parking in downtown Santa Cruz, Accessibility in the San Lorenzo Valley, Pedestrian FAQ, San Mateo paratransit presentation, rides to election sites, Annual Report , Uber Car

### **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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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

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#### Minutes – Draft

**Tuesday, April 14, 2015**

**Aptos Library - 7695 Soquel Drive, Aptos, CA**

1. Call to order 1:30 pm

2. Introductions

***Members Present:***

Lisa Berkowitz, CTSA  
Debbi Brooks, Social Service Provider - Persons  
Of Limited Means  
John Daugherty, Metro Transit  
Veronica Elsea, 3<sup>rd</sup> District  
Sally French, Social Services Provider- Disabled  
Clay Kempf, Social Service Provider for Seniors  
Donald Hagen, 4<sup>th</sup> District

***Alternates Present:***

April Warnock, SCMTD

***Excused Absences:***

Patti Lou Shevlin, 1<sup>st</sup> District  
Michael Molesky, Social Service Provider  
Disabled

***Unexcused Absences:***

***Others Present:***

Charlie Levine, Citizen  
Ciro Aguirre, SCMTD  
Kari Beuerman, County Human Services  
Ramon Cancino, Community Bridges  
Laura Diaz, CTSA  
Tom Hiltner, SCMTD  
Scott Hamby, City of Scotts Valley  
Josephine Fleming, City of Scotts Valley

***RTC Staff Present:***

Grace Blakeslee  
Karena Pushnik

3. Oral Communications

- Most recent Santa Cruz Metro Headways is now available
- Santa Cruz Metro hosted Stand Up for Transportation Day
- Review of Santa Cruz Metro April 10, 2015 action regarding ParaCruz services
- Unified Corridors Plan Public Workshop will be held April 16 and the online survey to collect public input is available on the SCCRTC website through April 30
- Update on E&D TAC recruitment efforts

4. Additions or deletions to consent and regular agenda

- Item #20, Attachment 1 available as handout and emailed previously
- Add item #23b, Santa Cruz Metro ParaCruz Service
- Moved item #18 to item #16b

## CONSENT AGENDA

*Action: The motion (Elsea/Daughtery) to approve the Consent agenda, Items 5-15 - - carries.*

*Ayes: French, Berkowitz, Brooks, Daughtery, Elsea, Kempf, Hagen*

*Nays: None*

*Abstain: None*

5. Approved minutes from February 10, 2015 meeting
6. Recommend RTC Approve Caroline Lamb as E&D TAC Member representing potential transit user (60+)
7. Recommend RTC Approve Laura Diaz as E&D TAC Member Alternate for CTSA
8. Recommend RTC Approve Charlie Levine as E&D TAC Member Alternate for District 3
9. Received Update on the Unified Corridors Plan
10. Received Transportation Development Act Revenues Report
11. Received RTC Meeting Highlights
12. Received Annual Calendar of E&D TAC items
13. Received Information Items
  - Letter on February 24, 2015 from E&D TAC to Santa Cruz Metro Regarding Structural Deficit and ParaCruz Service
  - Letter on February 5, 2015 from Mission Pedestrian to E&D TAC regarding need for sidewalks
14. Receive Agency TDA Reports
  - Volunteer Center – 2<sup>nd</sup> Quarter FY 14/15
  - Community Bridges – 1<sup>st</sup> Quarter FY 14/15
  - Santa Cruz Metro
15. Received Agency Updates
  - a. Volunteer Center
  - b. Community Bridges
  - c. Santa Cruz Metro
    - i. ParaCruz Report for December 2014 & January 2015
    - ii. Consideration of La Posada Transportation Alternative, January 23, 2015
    - iii. Consideration to set a Public Hearing on Fare and Service Restructure of Hwy 17 Express and ParaCruz, February 27, 2015
    - iv. Notice of April 10, 2015 Public Hearing to Consider Proposals for Fare Restructure and Changes to Paratransit

## REGULAR AGENDA

### 16a. Appointment of Chair and Vice Chair

*Action: The motion (Berkowitz/Hagen) - - to nominate Veronica Elsea as chair of the E&D TAC- - carries.*

*Ayes: French, Berkowitz, Brooks, Elsea, Daugherty, Kempf, Hagen*

*Nays: None*

*Abstain: None*

*Action: The motion (French/Hagen) - - to nominate John Daugherty as vice- chair of the E&D TAC- - carries.*

*Ayes: French, Berkowitz, Brooks, Elsea, Daugherty, Kempf, Hagen*

*Nays: None*

*Abstain: None*

### 16b. Review Proposed Scotts Valley Pedestrian Projects Active Transportation Plan Grant Funding

RTC staff provided an overview of the Active Transportation Program (ATP) Cycle II grant program. City of Scotts Valley representatives Scott Hamby and Josephine Fleming provided an overview of pedestrian and ADA improvements under consideration for ATP Cycle II grant funding. Committee members provide input of pedestrian facility and crosswalk design and bus stop improvements and commended the City of Scotts Valley for reviewing access to bus stops. Committee members recommended that the City of Scotts Valley seek input residents of Oak Tree Village.

*Action: The motion (Hagen/Berkowitz) - - to send a letter of support from the E&D TAC to City of Scotts Valley for the ATP pedestrian improvements grant application.*

*Ayes: French, Berkowitz, Brooks, Elsea, Daugherty, Kempf, Hagen*

*Nays: None*

*Abstain: None*

### 17. Review and Recommend RTC Approval of 2015 Unmet Paratransit and Transit Needs List

Grace Blakeslee provided an overview of the Draft 2015 Unmet Paratransit and Transit Needs list developed with input by the Santa Cruz Metro, Volunteer Center and Community Bridges Lift Line. Ms. Blakeslee explained that the new format identifies the unmet paratransit or transit need and some of the potential ways the needs could be met.

*Action: The motion (Berkowitz/Kemp) - - to modify unmet need #3 to address areas with concentrations of seniors, disabled and low income individuals and include pilot projects that provide regularly scheduled paratransit service to such areas as a proposed strategy for addressing the unmet need and increase the need to H1 priority level.*

*Ayes: French, Berkowitz, Brooks, Elsea, Daugherty, Kempf, Hagen*

Nays: None  
Abstain: None

*Action: The motion (Kempf/Brooks) - - add new unmet need item to provide paratransit to the individuals who lost paratransit due to changes in Santa Cruz Metro ParaCruz program in 2015 with a priority level of H1.*

Ayes: French, Berkowitz, Brooks, Elsea, Kempf  
Nays: None  
Abstain: Hagen, Daugherty

*Action: The motion (Kempf/Berkowitz) - - to modify unmet need #10 to address the need for transportation services to all programs that promote senior and disabled individuals health, safety and independence including senior meal sites, stroke center and elderly programs.*

Ayes: French, Berkowitz, Brooks, Elsea, Kempf, Daugherty  
Nays: None  
Abstain: Hagen

*Action: The motion (Berkowitz/Elsea) - - to increase the priority of unmet need #8 to H2.*

Ayes: French, Berkowitz, Brooks, Elsea, Kempf, Daugherty, Hagen  
Nays: None  
Abstain: None

*Action: The motion (Elsea/Norm) - - to include improvements to north-south transit connections as a strategy for addressing unmet need #22.*

Ayes: French, Berkowitz, Brooks, Elsea, Kempf, Hagen  
Nays: None  
Abstain: Daugherty

*Action: The motion (Elsea/Berkowitz) - - to add direct transit service to San Jose Airport as a strategy for addressing interregional transit needs identified in unmet need #21.*

Ayes: French, Berkowitz, Brooks, Elsea, Kempf, Hagen, Daugherty  
Nays: None  
Abstain: None

18. Review Proposed Scotts Valley Pedestrian Projects Active Transportation Plan Grant Funding

*Moved to Item #16b*

19. Approve Transportation Development Act Claim for Santa Cruz Metropolitan Transit District

Tom Hiltner reported that the Transportation Development Act (TDA) Claim for \$6,377,610, which is the same amount of the FY14-15 TDA claim, will be used to fund fixed route and paratransit service in urban and rural areas in FY15-16 and service hours will be similar to the prior year. Mr. Hiltner reported that in FY15-16 fixed route ridership is anticipated to be flat, the paratransit rides will be slightly decreased, and Highway 17 ridership continues to grow. Members questioned where the transfer from reserves was shown in the Santa Cruz Metro budget and why transferring funding from reserves was needed. Mr. Hiltner stated that Santa Cruz Metro operating costs have increased.

*Action: The motion (Hagen/French) - - to recommend the Regional Transportation Commission approve the Santa Cruz Metro Transportation Development Act claim for fiscal year 15-16.*

*Ayes: French, Berkowitz, Brooks, Elsea, Kempf, Hagen, Daugherty*

*Nays: None*

*Abstain: None*

20. Approve Transportation Development Act Claim for Community Bridges

Ramon Cancino provided an overview of the \$626,561 TDA claim for Community Bridges to provide approximately 36,250 out of a total of 82,000 rides to be provided by Community Bridges one-way trips to eligible clients over FY 2015-16. Mr. Cancino reported that there are reductions in cost per trip for Taxi Scrip, Meals on Wheels, and TDA Medical Riders due to operating efficiencies realized by pooling riders, scheduling changes and reducing delays. The cost per rides provided to the Winter Shelter increase in FY15-16 due to anticipated increases in van maintenance costs. Mr. Cancino reported that there is a gap in grant funding for transportation services provided under Community Bridges Lift Line for same day medical rides between April 2015 and January 2016. Some of the savings realized from cost-savings achieved due to efficiencies in other transportation programs to provide same day medical rides during this period. In addition, some demand for transportation services previously met by the same day medical ride program is expected to shift to the TDA medical rides program and increase the number of rides provided under the TDA medical rides program in FY 15-16.

*Action: The motion (Kempf/Hagen) - - to recommend the Regional Transportation Commission approve the Community Bridges Transportation Development Act claim for fiscal year 15-16.*

*Ayes: French, Brooks, Elsea, Kempf, Hagen, Daugherty*

*Nays: None*

*Abstain: Berkowitz*

21. Approve Transportation Development Act Claim for Volunteer Center

Debbi Brooks provided an overview of the Volunteer Center Transportation Development Act Claim for \$74,591. The Volunteer Center fills the gap for other services that do not meet geographic or physical criteria for people who need rides to medical appointments, shopping, and other needs.

*Action: The motion (French/Berkowitz) - - to recommend the Regional Transportation Commission approve the Volunteer Center Transportation Development Act claim for fiscal year 15-16.*

*Ayes: French, Berkowitz, Elsea, Kempf, Hagen, Daugherty*

*Nays: None*

*Abstain: Brooks*

22. Pedestrian Safety Workgroup Update

Veronica Elsea reported that the Pedestrian Safety Workgroup visited city councils and Santa Cruz Board of Supervisors, produced a radio and television public service announcement, and plans to participate in the open street event to promote the Pedestrian and Motorist Brochure. The Pedestrian Safety Workgroup is pursuing development of a Pedestrian and Bicyclists Brochure and solicited input from the Bicycle Committee at the April meeting. The Pedestrian Safety Workgroup is also involved in a statewide discussion regarding Class IV cycle track bicycle facilities. The next meeting of the Pedestrian Safety Workgroup is scheduled for May 6.

23a. Review AMBAG's 2015 Title VI Plan

Eliza Yu presented the draft AMBAG Title VI Plan. This is AMBAG's first Title VI Plan and covers the period from 2015-2018. The draft Title VI Plan includes discussion of demographics and limited English proficiency. Members commented that inclusion of age demographics and mobility needs could strengthen the Title VI Plan.

23b. Santa Cruz Metro ParaCruz Service

Members discussed the importance of providing input to Santa Cruz Metro regarding the ParaCruz service changes still under consideration. Members expressed the value of informing Santa Cruz Metro about the impacts of changes to ParaCruz service on affected seniors and disabled individuals. Committee members Clay Kempf, John Daugherty, Debbie Brooks, and Norm Hagen agreed to work as an ad-hoc committee for the purposes of providing comments to Santa Cruz Metro on near and limited term discussions expected to occur in May 2015, prior to the next regularly scheduled E&D TAC regularly scheduled meeting, regarding ParaCruz service changes. Kirk Ance will be requested to participate in the ad-hoc committee.

24. Adjourn 4:30 pm

Respectfully submitted, Grace Blakeslee, RTC Staff

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

April 28, 2015

Caltrans, Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874, Sacramento, CA 94274-0001

### **RE: City of Scotts Valley Active Transportation Program Grant (ATP) Application**

Dear ATP Grant Selection Committee:

The Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises transportation service providers and planning agencies on issues related to the provision of transportation for people with disabilities, seniors and persons with limited means. An essential component of transportation for people with disabilities, seniors and persons with limited means is the availability of safe and continuous pedestrian facilities accessible for all members of the community.

**The E&D TAC supports the City of Scotts Valley Bike, and Pedestrian Accessibility Town Center ATP grant application and the City of Scotts Valley Bike and Pedestrian Improvements for Safe Routes to School and County Linkages ATP Grant application. Both projects include constructing new sidewalks to fill gaps in the sidewalk network and improving sidewalks and pedestrian crossings.** These improvements will increase the number of individuals, including the many seniors who live nearby, who can safely and comfortably walk to bus stops, and to commercial services on primary transportation corridors in City of Scotts Valley. These improvements will also reduce conflict between motor vehicles, pedestrians and bicycles and reduce the potential for injury collisions.

Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues and/or bus stops is one of the top unmet transportation needs in Santa Cruz County according to the recently developed list of *2015 Unmet Paratransit and Transit Needs*. There are high concentrations of seniors living along this route- making improvements to this area an important strategy for addressing unmet transportation needs. This area is also a primary destination identified in the 2014 Regional Transportation Plan due to the high concentrations of employment and

commercial services. Areas with high concentrations of employment and commercial services typically experience a high level of demand for walking, which will be met by the proposed improvements.

Please fund this important project to improve pedestrian facilities and increase walking as a viable transportation option to bus stops and commercial services in City of Scotts Valley for all members of the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica Elsea", is written on a light gray rectangular background.

Veronica Elsea, Chair  
Elderly & Disabled Transportation Advisory Committee

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

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

April 24, 2015

Caltrans, Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog.  
P.O. Box 942874, Sacramento, CA 94274-0001

**RE: City of Santa Cruz Active Transportation Program (ATP) Grant Application for Branciforte Creek Pedestrian and Bicycle Bridge**

Dear ATP Grant Selection Committee:

The Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises transportation service providers and planning agencies on issues related to the provision of transportation for people with disabilities, seniors and persons with limited means. An essential component of transportation for people with disabilities, seniors and persons with limited means is availability of safe and continuous pedestrian facilities accessible for all members of the community.

**The E&D TAC supports the City of Santa Cruz Branciforte Creek Pedestrian and Bicycle Bridge.** This bridge will close a critical gap in the pedestrian network. The new pedestrian access will serve an area with a high concentration of senior and low income housing. This area is also a primary destination identified in the 2014 Regional Transportation Plan due to the high concentrations of employment and commercial services. Areas with high concentrations of employment and commercial services typically experience a high level of demand for walking, which will be met by the proposed improvements. Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues and/or bus stops is one of the number one unmet transportation needs in Santa Cruz County according to the recently adopted list of *2015 Unmet Paratransit and Transit Needs*.

Please fund this important project to increase walking and improve pedestrian access to key destinations within the City of Santa Cruz.

Sincerely,

Veronica Elsea, Chair  
Elderly & Disabled Transportation Advisory Committee

# Final

## 2015 Unmet Paratransit and Transit Needs

*Adopted by the Santa Cruz County Regional Transportation Commission  
at its May 7, 2015 meeting.*

### Prioritization of Need:

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

**M - Medium** priority items that supplement existing service.

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

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

### Strategies:

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

### General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues and/or bus stops (examples: Capitola Road and side streets, trailer park at Antionelli, Santa Cruz Skilled Nursing facility)
  - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
  - Secure funding assistance to make Safe Paths of Travel improvements.
  - Expand publicity regarding sidewalk maintenance.
2. **H1** -Transportation services to areas with high concentrations of seniors, disabled and low income individuals, particularly in south county. (examples: Stonecreek Apartments in Watsonville and the San Andreas Migrant Labor Camp)
  - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.

- Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.
  - Secure funding for taxi voucher programs for senior and low income individuals.
  - Provide affordable and desirable housing for seniors and low income individuals within transit service area.
  - Provide incentives for senior and social services to be located in transit service areas.
  - Seek volunteer drivers to provide transportation services.
  -
3. **H3** - Transportation services for low-income children and their families, including transportation for people transitioning from welfare to work
    - Support welfare to work programs and training programs.
    - Support transportation programs dedicated to serving low-income children and families.
  4. **M1** – Low-cost transportation options.
    - Support programs that provide transportation services for a reduced or no fee.
    - Seek volunteer drivers to provide transportation services.

### **Paratransit/Specialized Transportation Services**

5. **H1**- Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
  - Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
  - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
  - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
  - Expand taxi voucher program.
  - Support policies that expand ADA mandated paratransit service area.
7. **H2**- Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips. Secure funding for taxi voucher programs.

- Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
  - Provide incentives for senior and social services to be located in transit service areas.
  - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
  - Support continuous funding for transportation to medical services.
  - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
  - Identify priority origins and destinations outside the ADA service area.
8. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
  - Provide inter-regional specialized transportation.
  - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
  - Support programs providing inter-regional specialized transportation for a fee or at no cost.
  - Support continuous funding for specialized transportation services to out-of-county medical appointments.
  - Establish feeder services to inter-regional accessible transit services.
9. **H3** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
- Support continuous funding for 'same day' transportation to medical services.
  - Support continuous funding for no or low-cost specialized transportation to medical appointments.
  - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
  - Secure funding for taxi voucher programs.
10. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers and senior activity centers
- Support continuous funding for transportation services to meal sites.
  - Support continuous funding for paratransit services to medical service centers.

- Support volunteer drivers to provide transportation services.
  - Support transportation services to senior activity centers such as Elderday.
11. **M2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
    - Streamline communication activities by establishing a central point of contact within health provides to disseminate information about specialized transportation services.
    - Support continuous funding for communication and outreach activities.
  12. **M2** - Volunteer drivers in Santa Cruz County particularly in south-county.
    - Expand outreach efforts to recruit drivers and promote services.
    - Support for the Volunteer Center Transportation Program.
  13. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
    - Provide on-site services to reach a greater number of individuals.
  14. **L2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
    - Provide vouchers for specialized care trips.
  15. **L2** - Specialized transportation for 'same day' non-medical trips.
    - Expand taxi voucher program.
  16. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
    - Identify funding needs for paratransit over a 15-30 year horizon.
    - Designated funding source for paratransit service.

### **Paratransit/Specialized Transportation Capital**

17. **H2**- ParaCruz operating facilities.
  - Acquire and develop permanent operation and maintenance facility for ParaCruz to accommodate increased fleet size and growth in future service.
  - Increase funding opportunities for paratransit capital projects.

18. **H2** - Consolidated Transportation Services Agency operating facilities.
  - Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
  - Increase funding opportunities for paratransit capital projects.
19. **H2** - Paratransit vehicle replacements.
  - Increase funding opportunities for paratransit capital projects

### **Transit Services**

20. **H1** - Increase frequency and span of transit service in densely populated areas with transit friendly land uses.
  - Increase Live Oak Service- specifically Route 66.
  - Reinstate the short Route 69s.
21. **H3** – Increase transit service to UCSC.
  - Increase weekend and weekday UCSC service.
22. **H3** - Increase interregional and cross county transit services.
  - Increase Hwy 17 weekend service frequencies.
  - Extend Highway 17 service to Watsonville.
  - Provide transit service from Santa Cruz County to Los Gatos.
  - Provide direct transit service to San Jose Airport.
23. **M2** - Increased transit service between primary destinations in Santa Cruz County.
  - Provide service between Capitola Mall and Cabrillo.
  - Expand transit service to new residential and commercial areas in Watsonville
  - Expand service between UCSC and Westside University activity centers such as Long Marine Lab, Wrigley building offices, Texas Instruments building offices.
  - Improve north - south transit connections (ex. Bay/Porter)
24. **M2**- Transit service to support evening, night and early morning weekend hours, work schedules.
  - Extend transit service hours later in the evening between Santa Cruz/Live Oak/Cabrillo/Watsonville (Route 69, Route 91xs, Route 35/35A).
  - Extend transit service hours to earlier in the morning on intercity routes between Santa Cruz/Cabrillo/Watsonville.



25. **M2-** Access to transportation services on all holidays.
  - Provide regular Santa Cruz Metro and Paracruz service on holidays.
  - Support taxi voucher programs.
  - Support volunteer transportation services.
26. **M2-** Easier and faster transit trips system wide.
  - Enhance connections through increasing the span and frequency of service.
27. **M2-** Improve run times on transit routes.
  - Route 55 adjustments and improves to serve Capitola and Aptos.
  - Consider headways based schedule for UCSC.
28. **M2** - Provide direct service to commercial centers.
  - Provide service between UCSC and Almar.
  - Route 4/8 split to create direct service to Harvey West and Emeline.
29. **M2** - Transit service to transit friendly land uses.
  - Provide service to Mission Street.
30. **M2** - Expanded transit service and frequencies.
  - Enhance service in Capitola.
31. **M2** - Circulator service in Santa Cruz, Watsonville, Capitola, Scotts Valley and Watsonville.
  - Develop Boulder Creek circular which allows the Route 35 to serve Scotts Valley Drive bidirectional.
  - Support transit friendly land uses and road design to allow for bidirectional and frequent services in Scotts Valley.
32. **L2-** Transit service to major tourists destinations.
  - Provide weekday transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
33. **L2** - Commuter transit service.
  - Provide commute option for transit riders between SLV and Santa Cruz faster.
  - Extend Highway 17 service to Watsonville.
34. **L3-** Redistribute departure times from Santa Cruz Metro Center.
  - Move 45 departures (route 4,66,71,91X)

35. **L3-** Provide service to special events.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

### **Transit Capital**

36. **H1** - Improve bus stops to be ADA accessible.
- Remedial ADA access at all bus stops.
  - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
  - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop.
37. **H1** -Maintain existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.
38. **H1** -Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
39. **H2** - Transit station improvements.
- Redevelop Santa Cruz Metro Center as mixed use facility incorporating local transit service, regional transit service, paratransit service, intercity bus service, commercial office functions, passenger service facilities, parking facilities, and both market rate and affordable housing and potentially for child-care facilities.
  - Complete Watsonville Transit Center Renovation.
40. **H2** - Improve transit travel times.
- Installation of transponders on all buses for Preemptive Signal Control on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
  - Automatic passenger counters on all buses.
41. **H3** - New equipment to assist with real-time operations, security and scheduling.
- Automated Vehicle Location/Passenger (AVL) Counting System.
  - Install audio and video surveillance system for all buses

42. **M3** - Improve multimodal connections to transit.
- Construct park and ride lots for bus patrons on 17th ave and 41st avenue.
43. **M3** - Wifi expansion on buses.
- Install wifi equipment on all facilities and routes beginning with UCSC and express buses.
43. **M3**- Automated phone-based trip planning providing Metro route information and or trip planning coordination via telephone and voice activated menu.

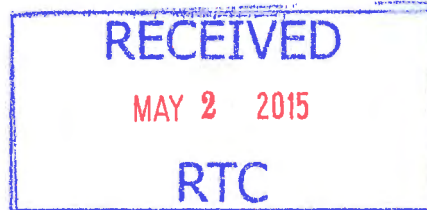
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Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal \$)	State Score
Outreach & Escort, Inc.	SCL	R	Minivan	R	63823	2008	218,234	\$ 9,600	\$ 38,400	\$ 48,000	\$ 48,000	99
Outreach & Escort, Inc.	SCL	R	Minivan	R	63821	2008	199,453	\$ 9,600	\$ 38,400	\$ 48,000	\$ 96,000	99
Outreach & Escort, Inc.	SCL	R	Minivan	R	63826	2008	212,967	\$ 9,600	\$ 38,400	\$ 48,000	\$ 144,000	99
Outreach & Escort, Inc.	SCL	R	Base Station	OE				\$ 500	\$ 2,000	\$ 2,500	\$ 146,500	99
Outreach & Escort, Inc.	SCL	R	Mobile Radio (3)	OE				\$ 600	\$ 2,400	\$ 3,000	\$ 149,500	99
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	85224	2006	247,195	\$ 14,600	\$ 58,400	\$ 76,500	\$ 226,000	97
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	23527	2008	256,411	\$ 14,600	\$ 58,400	\$ 76,500	\$ 302,500	97
UCP Ride-On Transportation	SLO	U	Computer Hardware (18)	OE				\$ 4,327	\$ 17,309	\$ 21,636	\$ 324,136	96
UCP Ride-On Transportation	SLO	U	Computer Software (18)	OE				\$ 90	\$ 360	\$ 450	\$ 324,586	96
UCP Ride-On Transportation	SLO	U	1 laptop	OE				\$ 304	\$ 1,216	\$ 1,520	\$ 326,106	96
Calaveras COG	CAL	R	Mobility Management	MM				\$ 37,200	\$ 148,800	\$ 186,000	\$ 512,106	95
Care A Van Transit Inc	RIV	U	Large Bus	R	61298	2002	52,372	\$ 15,300	\$ 61,200	\$ 76,500	\$ 588,606	94
Plumas Rural Services	PLU	R	Mobility Management	MM				\$ 5,902	\$ 23,608	\$ 29,510	\$ 618,116	94
Amador Transit	AMA	R	Mobility Management	MM				\$ 23,450	\$ 93,800	\$ 117,250	\$ 735,366	94
Monterey-Salinas Transit	MON	R	Medium Bus	R	35528	2008	287,071	\$ 14,000	\$ 56,000	\$ 70,000	\$ 805,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46317	2008	263,300	\$ 14,000	\$ 56,000	\$ 70,000	\$ 875,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46318	2008	282,601	\$ 14,000	\$ 56,000	\$ 70,000	\$ 945,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46321	2008	283,533	\$ 14,000	\$ 56,000	\$ 70,000	\$ 1,015,366	93
Inyo-Mono Association for the Handicapped	INY	R	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 70,000	\$ 1,085,366	93
Outreach & Escort	SCL	R	Mobility Management	MM				\$ 29,620	\$ 118,480	\$ 148,100	\$ 1,233,466	93
Inland Empire United Way	SBD	U	Mobility Management	MM				\$ 14,499	\$ 57,994	\$ 72,493	\$ 1,305,959	93
City of Eureka	HUM	R	Small Bus	R	06222	2003	205,395	\$ 12,600	\$ 50,400	\$ 63,000	\$ 1,368,959	92
Napa Cty Transp & Plnng Agency	NAP	R	Mobility Management	MM				\$ 32,000	\$ 128,000	\$ 160,000	\$ 1,528,959	92
City of Eureka	HUM	R	Mobile Radio (1)	OE				\$ 200	\$ 800	\$ 1,000	\$ 1,529,959	92
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	8354	2006	244616	\$ 15,300	\$ 61,200	\$ 76,500	\$ 1,606,459	91
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	36111	2006	228659	\$ 15,300	\$ 61,200	\$ 76,500	\$ 1,682,959	91
UCP Ride-On Transportation	SLO	U	Large Bus	R	49318	2007	216,701	\$ 15,300	\$ 61,200	\$ 76,500	\$ 1,759,459	91
UCP Ride-On Transportation	SLO	U	Large Bus	R	52022	2008	205,399	\$ 15,300	\$ 61,200	\$ 76,500	\$ 1,835,959	91
Community Bridges	SCR	R	Minivan	R	27595	2000	152,099	\$ 9,600	\$ 38,400	\$ 48,000	\$ 1,883,959	89
Community Bridges	SCR	R	Minivan	R	71941	2003	150,304	\$ 9,600	\$ 38,400	\$ 48,000	\$ 1,931,959	89
Community Bridges	SCR	R	Mentor Ranger (13)	OE				\$ 7,995	\$ 31,980	\$ 39,975	\$ 1,971,934	89
Plumas County Public Health Agency	PLU	R	Medium Bus	R	73145	2006	74237	\$ 14,000	\$ 56,000	\$ 70,000	\$ 2,041,934	88
Plumas County Public Health Agency	PLU	R	Medium Bus	R	69513	2006	61425	\$ 14,000	\$ 56,000	\$ 70,000	\$ 2,111,934	88
Plumas County Public Health Agency	PLU	R	Medium Bus	R	77984	2003	116006	\$ 14,000	\$ 56,000	\$ 70,000	\$ 2,181,934	88
HCAR	HUM	R	Large Bus	R	94578	2003	87,236	\$ 15,300	\$ 61,200	\$ 76,500	\$ 2,258,434	87
HCAR	HUM	R	Large Bus	R	94579	2003	115,983	\$ 15,300	\$ 61,200	\$ 76,500	\$ 2,334,934	87
HSRC	HUM	R	Medium Bus	R	93075	2000	201,631	\$ 14,000	\$ 56,000	\$ 70,000	\$ 2,404,934	87
HSRC	HUM	R	Medium Bus	R	74136	2002	128,484	\$ 14,000	\$ 56,000	\$ 70,000	\$ 2,474,934	87
Valley Resource Center for the Retarded, Inc.	RIV	U	Larger Bus	N				\$ 21,600	\$ 86,400	\$ 108,000	\$ 2,582,934	87
Willits Senior Center	MEN	R	Minivan	R	77497	2007	108,502	\$ 9,600	\$ 38,400	\$ 48,000	\$ 2,630,934	86
Willits Senior Center	MEN	R	Mobile Radio (1)	R	77497	2007	108,502	\$ 200	\$ 800	\$ 1,000	\$ 2,631,934	86
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	8358	2007	220731	\$ 15,300	\$ 61,200	\$ 76,500	\$ 2,708,434	86
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	36112	2006	202987	\$ 15,300	\$ 61,200	\$ 76,500	\$ 2,784,934	86
UCP Ride-On Transportation	SLO	U	Large Bus	R	59681	2009	198,100	\$ 15,300	\$ 61,200	\$ 76,500	\$ 2,861,434	86
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71232	2006	153126	\$ 9,600	\$ 38,400	\$ 48,000	\$ 2,909,434	84
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	79938	2007	142080	\$ 9,600	\$ 38,400	\$ 48,000	\$ 2,957,434	84
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71231	2006	121077	\$ 9,600	\$ 38,400	\$ 48,000	\$ 3,005,434	84
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71229	2006	136419	\$ 9,600	\$ 38,400	\$ 48,000	\$ 3,053,434	84
Care A Van Transit Inc	RIV	U	Small Bus	R	77197	2007	119,483	\$ 12,600	\$ 50,400	\$ 63,000	\$ 3,116,434	84
ARC Imperial Valley	IMP	U/R	Large Bus	R	44157	2009	259667	\$ 15,300	\$ 61,200	\$ 76,500	\$ 3,192,934	84
ARC Imperial Valley	IMP	U/R	Dispatch Software	OE				\$ 8,000	\$ 32,000	\$ 40,000	\$ 3,232,934	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				\$ 15,300	\$ 61,200	\$ 76,500	\$ 3,309,434	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				\$ 15,300	\$ 61,200	\$ 76,500	\$ 3,385,934	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				\$ 15,300	\$ 61,200	\$ 76,500	\$ 3,462,434	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Four (4) Mobile radios	OE				\$ 800	\$ 3,200	\$ 4,000	\$ 3,466,434	84
San Benito County LTA	SBT	R	Medium Bus	R	52877	2007	203552	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,536,434	82
San Benito County LTA	SBT	R	Medium Bus	R	52880	2007	223906	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,606,434	82
HSRC	HUM	R	Computer Tablets (8) w warranty	OE				\$ 667	\$ 2,666	\$ 3,333	\$ 3,609,767	81
HSRC	HUM	R	GPS Units (8) w/ warranty	OE				\$ 249	\$ 996	\$ 1,245	\$ 3,611,012	81

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal \$)	State Score
Eastern Sierra Transit Authority (ESTA)	INY	R	Computer Hardware (2)	OE				\$ 604	\$ 2,418	\$ 3,022	\$ 3,614,034	81
Kings View	MER	U	Medium Bus	R	89929	1998	175858	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,684,034	81
Kings View	MER	U	Medium Bus	R	84680	1999	226649	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,754,034	81
Kings View	MER	U	Medium Bus	R	76076	1999	193861	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,824,034	81
Ukiah Senior Center, Inc.	MEN	R	Medium Bus	R	61214	2007	116,268	\$ 14,000	\$ 56,000	\$ 70,000	\$ 3,894,034	80
Dignity Health: Yolo Adult Day Health Center	YOL	U/R	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 3,942,034	79
Arc of Amador & Calaveras	VAR	R	Minivan	R	8682	2004	120,997	\$ 9,600	\$ 38,400	\$ 48,000	\$ 3,990,034	79
Common Ground Senior Services	CAL	R	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 4,038,034	79
Common Ground Senior Services	CAL	R	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 4,086,034	79
Common Ground Senior Services	CAL	R	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 4,149,034	79
San Joaquin Regional Transit District	SJ	R	Integrated AVL/Comm System (3)	OE				\$ 7,800	\$ 31,200	\$ 39,000	\$ 4,188,034	79
ARC Imperial Valley	IMP	U/R	Large Bus	R	14467	2005	263959	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,264,534	79
HELP of Ojai	VEN	U&R	Small Bus	R	32724	2003	93,588	\$ 12,600	\$ 50,400	\$ 63,000	\$ 4,327,534	79
City of Rio Vista	SOL	R	Large Bus	R	46323	2009	222,427	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,404,034	78
Eastern Sierra Transit Authority (ESTA)	INY	R	Tablets (6)	OE				\$ 679	\$ 2,715	\$ 3,394	\$ 4,407,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13821	1999	122,861	\$ 14,000	\$ 56,000	\$ 70,000	\$ 4,477,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	12461	1999	168,870	\$ 14,000	\$ 56,000	\$ 70,000	\$ 4,547,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13818	1999	95,758	\$ 14,000	\$ 56,000	\$ 70,000	\$ 4,617,428	78
Easter Seals Superior CA	SAC	U&R	Large Bus	SE				\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,693,928	78
Institute on Aging	SF	U	Large Bus	R	65972	2005	81,157	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,770,428	78
Institute on Aging	SF	U	Large Bus	R	65970	2005	71,522	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,846,928	78
Institute on Aging	SF	U	Large Bus	R	63998	2005	74,902	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,923,428	78
Institute on Aging	SF	U	Large Bus	R	65971	2005	82,836	\$ 15,300	\$ 61,200	\$ 76,500	\$ 4,999,928	78
Institute on Aging	SF	U	Large Bus	R	63997	2005	70,780	\$ 15,300	\$ 61,200	\$ 76,500	\$ 5,076,428	78
Institute on Aging	SF	U	Video Surveillance System (12)	OE				\$ 2,040	\$ 8,160	\$ 10,200	\$ 5,086,628	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				\$ 14,000	\$ 56,000	\$ 70,000	\$ 5,156,628	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				\$ 14,000	\$ 56,000	\$ 70,000	\$ 5,226,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	23264	2006	85,860	\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,289,628	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,352,628	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,415,628	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,478,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	11941	1999	58,827	\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,541,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	29530	1999	81,070	\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,604,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	10329	2002	96,946	\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,667,628	78
NCI Affiliates Inc	SLO	U	Minivan	R	93904	1999	117,361	\$ 9,600	\$ 38,400	\$ 48,000	\$ 5,715,628	78
NCI Affiliates Inc	SLO	U	Minivan	R	42431	2004	115,507	\$ 9,600	\$ 38,400	\$ 48,000	\$ 5,763,628	78
Milestones	SOL	U	Small Bus	R	10458	1992	83,891	\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,826,628	78
Milestones	SOL	U	Large Bus	R	29207	1996	107,155	\$ 15,300	\$ 61,200	\$ 76,500	\$ 5,903,128	78
Milestones	SOL	U	Larger Bus	R	92284	1999	132,699	\$ 21,600	\$ 86,400	\$ 108,000	\$ 6,011,128	78
Desert Area Resource and Training	KER	R	Minivan	R	21466	2007	111436	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,059,128	78
San Benito County LTA	SBT	R	Medium Bus	R	52879	2007	198,457	\$ 14,000	\$ 56,000	\$ 70,000	\$ 6,129,128	77
NCI Affiliates Inc	SLO	U	Minivan	R	69550	2004	78,474	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,177,128	77
NCI Affiliates Inc	SLO	U	Minivan	R	68655	2004	93,393	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,225,128	77
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,273,128	77
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,321,128	77
Noah Homes	SD	U/R	Larger Bus	R	12293	2000	154194	\$ 21,600	\$ 86,400	\$ 108,000	\$ 6,429,128	77
Dignity Health: Yolo Adult Day Health Center	YOL	U/R	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,477,128	76
Amador Transit	AMA	R	Minivan	SE				\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,525,128	75
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	TomTom GPS & Link 300	OE				\$ 480	\$ 1,920	\$ 2,400	\$ 6,527,528	75
ARC Imperial Valley	IMP	U/R	Larger Bus	R	13057	2005	246313	\$ 21,600	\$ 86,400	\$ 108,000	\$ 6,635,528	74
Plumas County Public Health Agency	PLU	R	Minivan	R	13411	2008	34629	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,683,528	73
Common Ground Senior Services	CAL	R	Computer Hardware (2)	OE				\$ 1,345	\$ 5,380	\$ 6,725	\$ 6,690,253	73
Common Ground Senior Services	CAL	R	Computer Software (2)	OE				\$ 1,608	\$ 6,432	\$ 8,040	\$ 6,698,293	73
Common Ground Senior Services	CAL	R	GPS (5)	OE				\$ 575	\$ 2,300	\$ 2,875	\$ 6,701,168	73
Desert Area Resource and Training	KER	R	Minivan	R	41259	2008	108439	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,749,168	73
Desert Area Resource and Training	KER	R	Minivan	R	40872	2008	134158	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,797,168	73
Desert Area Resource and Training	KER	R	Minivan	R	63795	2008	111392	\$ 9,600	\$ 38,400	\$ 48,000	\$ 6,845,168	73
Desert Area Resource and Training	KER	R	Mobile Radios (6)	OE				\$ 1,200	\$ 4,800	\$ 6,000	\$ 6,851,168	73
Golden Age Center, Inc	TRN	R	Small Bus	R	11344	1995	286,000	\$ 12,600	\$ 50,400	\$ 63,000	\$ 6,914,168	69
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35109	2008	135761	\$ 14,000	\$ 56,000	\$ 70,000	\$ 6,984,168	69
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35110	2008	121434	\$ 14,000	\$ 56,000	\$ 70,000	\$ 7,054,168	69



Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal \$)	State Score
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35113	2008	137875	\$ 14,000	\$ 56,000	\$ 70,000	\$ 7,124,168	69
Desert Area Resource and Training	KER	R	Minivan	R	20510	2010	128809	\$ 9,600	\$ 38,400	\$ 48,000	\$ 7,172,168	68
Catholic Charities of the Diocese of Stockton	STA	U/R	Computer Software	OE				\$ 6,918	\$ 27,674	\$ 34,592	\$ 7,206,760	66
Arc of Amador & Calaveras	AMA	R	Minivan	R	8683	2005	120,998	\$ 9,600	\$ 38,400	\$ 48,000	\$ 7,254,760	65
Desert Area Resource and Training	KER	R	Minivan	R	12650	2010	107094	\$ 9,600	\$ 38,400	\$ 48,000	\$ 7,302,760	63
B.E.S.T. Opportunities	SBD	R	Computer Hardware (2)	SE				\$ 700	\$ 2,798	\$ 3,498	\$ 7,306,258	63
B.E.S.T. Opportunities	SBD	R	I-Pads (12)	SE				\$ 1,030	\$ 4,118	\$ 5,148	\$ 7,311,406	63
B.E.S.T. Opportunities	SBD	R	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 7,374,406	58
B.E.S.T. Opportunities	SBD	R	Small Bus	SE				\$ 12,600	\$ 50,400	\$ 63,000	\$ 7,437,406	58
B.E.S.T. Opportunities	SBD	R	Medium Bus	SE				\$ 14,000	\$ 56,000	\$ 70,000	\$ 7,507,406	58
B.E.S.T. Opportunities	SBD	R	Medium Bus	SE				\$ 14,000	\$ 56,000	\$ 70,000	\$ 7,577,406	58
											100% Line	
EXPANDED PROJECTS												
Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal \$)	State Score
City of Rio Vista	SOL	R	Operating Assistance	O				\$ 97,500	\$ 97,500	\$ 195,000	\$ 195,000	94
Town of Truckee	NEV	R	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 495,000	93
Community Bridges-Lift Line	SCR	U	Operating Assistance	O				\$ 84,013	\$ 84,013	\$ 168,025	\$ 663,025	93
Help Central Inc	BUT	U/R	Mobility Management	MM				\$ 28,465	\$ 113,858	\$ 142,323	\$ 805,348	93
NCI Affiliates	SLO	U	Operating Assistance	O				\$ 47,000	\$ 47,000	\$ 94,000	\$ 899,348	92
Monterey Salinas Transit	MON	U	Operating Assistance	O				\$ 16,000	\$ 16,000	\$ 32,000	\$ 931,348	91
FACT	SD	R	Mobility Management	MM				\$ 60,000	\$ 240,000	\$ 300,000	\$ 1,231,348	91
Tahoe Transp District	TAH	R	Operating Assistance	O				\$ 97,428	\$ 97,428	\$ 194,856	\$ 1,426,204	90
Eastern Sierra Transit Authority	INY	R	Operating Assistance	O				\$ 25,050	\$ 25,050	\$ 50,100	\$ 1,476,304	90
Easy Lift Transportation	SB	U	Operating Assistance	O				\$ 50,000	\$ 50,000	\$ 100,000	\$ 1,576,304	89
Solano County Transit (Trvl Train)	SOL	R	Mobility Management	MM				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,876,304	86
SLO Regional Rideshare	SLO	U/R	Mobility Management	MM				\$ 17,784	\$ 71,134	\$ 88,918	\$ 1,965,222	86
Amador Transit	AMA	R	Operating Assistance	O				\$ 12,982	\$ 12,982	\$ 25,963	\$ 1,991,185	86
Common Ground Sr Svcs	CAL	R	Operating Assistance	O				\$ 24,516	\$ 24,516	\$ 49,032	\$ 2,040,217	86
Golden Umbrella	SHA	R	Operating Assistance	O				\$ 25,214	\$ 100,854	\$ 126,068	\$ 2,166,285	85
Golden Umbrella	SHA	R	Operating Assistance	O				\$ 14,566	\$ 58,266	\$ 72,832	\$ 2,239,117	85
Tahoe Transp District	TAH	R	Mobility Management	MM				\$ 21,029	\$ 84,115	\$ 105,144	\$ 2,344,261	85
Nevada Sierra IHSS	NEV	R	Mobility Management	MM				\$ 35,000	\$ 140,000	\$ 175,000	\$ 2,519,261	84
Napa Cty Transp & Plnng Agency	NAP	R	Operating Assistance	O				\$ 70,000	\$ 70,000	\$ 140,000	\$ 2,659,261	84
High Desert Mem. Hlth Care Dist	SBD	U	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 2,959,261	84
ICTC	IMP	R	Mobility Management	MM				\$ 36,000	\$ 144,000	\$ 180,000	\$ 3,139,261	84
V-Trans	SBD	U	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 3,439,261	83
Western Placer Consolidated	PLA	R	Operating Assistance	O				\$ 70,000	\$ 70,000	\$ 140,000	\$ 3,579,261	82
Faith in Action	SOL	R	Operating Assistance	O				\$ 112,500	\$ 112,500	\$ 225,000	\$ 3,804,261	82
Camping Unlimited	SCR	R	Operating Assistance	O				\$ 36,300	\$ 36,300	\$ 72,600	\$ 3,876,861	82
Camping Unlimited	SCR	R	Mobility Management	MM				\$ 11,100	\$ 44,400	\$ 55,500	\$ 3,932,361	80
Camping Unlimited	SCR	R	Operating Assistance	O				\$ 55,890	\$ 55,890	\$ 111,780	\$ 4,044,141	80
Livermore Amador Villy Trnst Auth	ALA	R	Operating Assistance	O				\$ 40,000	\$ 40,000	\$ 80,000	\$ 4,124,141	79
UCP Ride-On (Wilshire Comty Svcs)	SLO	R	Operating Assistance	O				\$ 20,000	\$ 20,000	\$ 40,000	\$ 4,164,141	79
Solono Transportation Authority (1 Stop)	SOL	R	Mobility Management	MM				\$ 150,000	\$ 150,000	\$ 300,000	\$ 4,464,141	78
City of Petaluma	SON	R	Mobility Management	MM				\$ 9,218	\$ 36,871	\$ 46,089	\$ 4,510,230	77
Conejo Valley Sr Concerns	VEN	U	Operating Assistance	O				\$ 11,114	\$ 11,114	\$ 22,228	\$ 4,532,458	76
Valley Resources for the Retarded (EXCEED)	RIV	U	Operating Assistance	O				\$ 24,503	\$ 24,503	\$ 49,006	\$ 4,581,464	75
Yolo County Transp District	SAC	R	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 4,881,464	74
Tehama County	TEH	R	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 5,181,464	73
Butte CAG	BUT	U	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 5,481,464	72
Ventura Transit System	SLO	U/R	Capital Vehicle-Minivans (6)	C				\$ 57,600	\$ 230,400	\$ 288,000	\$ 5,769,464	71
ARC of Amador	AMA	R	Operating Assistance	O				\$ 28,624	\$ 28,624	\$ 57,247	\$ 5,826,711	71
Santa Cruz Cty RTC	SCR	U/R	Capital Vehicle Small Bus	C				\$ 12,600	\$ 50,400	\$ 63,000	\$ 5,889,711	70
											100% Line	
San Benito Cty Local Transp Auth	SBT	U	Operating Assistance	O				\$ 147,998	\$ 147,998	\$ 295,995	\$ 6,185,706	69
Foothills AIDS Project	SBD	U	Operating Assistance	O				\$ 50,414	\$ 50,414	\$ 100,828	\$ 6,286,534	69
Humboldt Comm Access Resource	HUM	R	Mobility Management	MM				\$ 30,000	\$ 120,000	\$ 150,000	\$ 6,436,534	61
Desert Manna	SBD	R	Operating Assistance	O				\$ 145,324	\$ 145,324	\$ 290,647	\$ 6,727,181	49
Victor Valley Transp. Authority	SBD	R	Operating Assistance	O				\$ 65,880	\$ 65,880	\$ 131,760	\$ 6,858,941	42
ADHC of Madd River	HUM	R	Capital Vehicle Medium Bus	C				\$ 14,000	\$ 56,000	\$ 70,000	\$ 6,928,941	38



5/18  
Good morning  
Karen,

While my term on  
E+D TAC was only 1+  
years, I feel strongly about  
RTC's efforts and accomplish-  
ments, and I will be a  
strong supporter for your  
commission.

But as my <sup>revised</sup> appt  
to the Metro's Board, I will  
have to resign my appt. to  
the E+D TAC committee.

Thanks for your kind  
efforts and friend ship.

Donald N. (Don) Hayes

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
TDA REVENUE REPORT  
FY 2014-2015**

<b>MONTH</b>	<b>FY13 - 14 ACTUAL REVENUE</b>	<b>FY14 - 15 ESTIMATE REVENUE</b>	<b>FY14 - 15 ACTUAL REVENUE</b>	<b>DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	556,100	583,905	591,100	7,195	1.23%	101.23%
AUGUST	741,500	778,575	788,200	9,625	1.24%	101.23%
SEPTEMBER	818,354	859,272	791,871	-67,401	-7.84%	97.72%
OCTOBER	596,900	626,745	616,700	-10,045	-1.60%	97.87%
NOVEMBER	795,900	835,695	822,300	-13,395	-1.60%	97.99%
DECEMBER	732,985	769,634	719,449	-50,185	-6.52%	97.21%
JANUARY	557,700	595,461	601,300	5,839	0.98%	97.66%
FEBRUARY	728,800	793,948	801,800	7,852	0.99%	98.11%
MARCH	802,890	704,655	739,331	34,676	4.92%	98.84%
APRIL	504,100	530,042	524,400	-5,642	-1.06%	98.85%
MAY	672,100	706,686	699,200	-7,486	-1.06%	98.86%
JUNE	780,261	845,925				
<b>TOTAL</b>	<b>8,287,590</b>	<b>8,630,543</b>	<b>7,695,651</b>	<b>-88,967</b>	<b>-1.03%</b>	<b>89%</b>

**Note:**

I:\FISCAL\TDA\MonthlyReceipts\[FY14 - 15.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](mailto:info@sccrtc.org); website: [www.sccrtc.org](http://www.sccrtc.org)

## **Santa Cruz County Regional Transportation Commission (RTC) Highlights**

### **April 2, 2015 Meeting**

#### **2015 Unmet Paratransit and Transit Needs List and Public Hearing -**

The [Regional Transportation Commission](http://www.sccrtc.org) received information about the development of the 2015 Unmet Paratransit and Transit Needs list. Members of the public are encouraged to provide input on the draft 2015 Unmet Paratransit and Transit Needs list at the [Elderly & Disabled Transportation Advisory Committee meeting](#) on April 14, 2015 at the Aptos Public Library. A public hearing is scheduled for May 7, 2015 at the Regular RTC meeting in Capitola.

#### **State Legislative Update and Positions**

The [Regional Transportation Commission](http://www.sccrtc.org) received information on state legislative activities. The RTC voted unanimously to support bills that could potentially generate new revenues or preserve existing funds for transportation projects in Santa Cruz County, including: AB227 (Alejo), SB 321 (Beall), SB 344 (Monning) and ACA4 (Frazier).

#### **Rail Corridor Update**

The [Regional Transportation Commission](http://www.sccrtc.org) received an update on the rail corridor activities. Information was provided about recently completed rehabilitation of four bridges and Iowa Pacific/Santa Cruz & Monterey Bay Railway's freight operations. The [Passenger Rail Feasibility study](#) will be ready for public review by summer and pre-construction activities are underway on two [Monterey Bay Sanctuary Scenic Trail Network](#) segments, in the cities of Santa Cruz and Watsonville. Collaboration is continuing with the community on graffiti abatement and garbage removal along the rail line with groups that have secured rights of entry and insurance agreements. Now that La Selva Bridge is complete, the entire rail line is again operational and for safety reasons, pedestrians and bicycle access is not permitted until trail sections are constructed.

#### **Rail Motorcar Excursion in Late April**

The [Regional Transportation Commission](http://www.sccrtc.org) approved a rail motorcar excursion on the Santa Cruz Branch Rail Line for April 25 and 26, 2015 organized by the North American Railcar Operators Association ([NARCOA](http://www.narcoa.org)).

## **May 7, 2015 Meeting Highlights**

### **2015 Unmet Paratransit and Transit Needs List and Public Hearing**

The [Regional Transportation Commission](#) held a public hearing and adopted the 2015 Unmet Paratransit and Transit Needs list. RTC staff also worked with partner agencies, stakeholders and service providers to develop strategies to meet the needs which translate into priority projects, should funding become available. The RTC regularly solicits input to assess and prioritize the transportation needs of seniors, people with disabilities and low income individuals. The [Final Unmet Needs](#) list is posted on the RTC website.

### **Bicycle Route Signage 2015 Implementation Plan**

The [Regional Transportation Commission](#) adopted the Santa Cruz County Bicycle Route Signage Program Final 2015 Implementation Plan. As funding becomes available, signs will be installed to provide bicyclists with direction and distance information to common destinations. The plan lists proposed routes and route identification protocols, as well as signage types.

### **Funds Approved for Bus, Paratransit and Bike Programs (Transportation Development Act Claims)**

The [Regional Transportation Commission](#) approved over \$9 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funding for [Santa Cruz METRO](#) to operate and maintain the countywide bus system, which provides over 5.4 million fixed route bus rides and 90,000 paratransit (ParaCruz) trips. The RTC also approved approximately \$626,000 for [Community Bridges](#) Lift Line and \$74,000 for the [Volunteer Center's](#) transportation programs that, with other funding sources, annually provide 82,000 and 4,600 trips respectively, many of which are safety net transportation for residents unable or ineligible to use the traditional public transit or ParaCruz service. Additionally, the RTC approved FY 2015-16 TDA funding for Ecology Action (\$50,000) for the [Bike to Work](#) program and the County Health Services Agency (\$100,000) for the [Community Traffic Safety Coalition](#) and its [Ride 'n Stride](#) bicycle and pedestrian education program.

### **Highway 17 Wildlife Crossing Project**

The [Regional Transportation Commission](#) approved sending a letter of support to Caltrans to include the Highway 17 Wildlife Crossing project on the 2016 State Highway Operations and Protection Program (SHOPP) project list. The [Land Trust of Santa Cruz County](#) has been collaborating with Caltrans to create a safe passageway for wildlife under Highway 17 near Laurel Curve. The dense traffic, concrete median barriers, and lack of under crossings make Highway 17 the biggest barrier for wildlife moving through the Santa Cruz Mountains. The Land Trust has spent \$3.5 million to complete two land acquisitions, protecting 290 acres at the site, including \$1 million from community donors showing their enthusiastic support for this project.

### **Federal Legislative Update**

The [Regional Transportation Commission](#) received highlights of transportation-related federal activities from the RTC's federal transportation legislative assistant, Chris Giglio of Capital Edge. As the federal transportation funding bill (MAP-21) is set to expire on May 31 and the Highway Trust Fund is reaching critically-low levels, Congress continues to struggle with how to fund local road and highway safety, bridge repair, transit, bicycle, pedestrian, and other transportation projects.



# COMMUNITY BRIDGES

## Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003  
P. 831.688.8840 F. 831.688.8302  
[www.communitybridges.org](http://www.communitybridges.org)

April 15, 2015

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

RE: **Second Quarter Report for 14/15**  
(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 October 1, 2014 and ending December 31, 2014.

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

Sincerely,

Susan Marinshaw  
Chief Administrative Officer

Encl.

cc: K. Pushnik, Senior Transportation Planner, SCCRTC  
G. Blakeslee, Transportation Planner, SCCRTC  
K. Ance, Division Director, CTSA: Lift Line  
C. Benson, Chief Financial Officer, Community Bridges



COMMUNITY BRIDGES  
Puentes de la Comunidad

[www.communitybridges.org](http://www.communitybridges.org)

THE  
COMMUNITY BRIDGES  
FAMILY OF PROGRAMS



Child and Adult Care  
Food Program



Child Development Division



Elderday



Familia & Beach Flats Center



Live Oak  
Family Resource Center

**LIFT LINE**

Consolidated Transportation  
Services Agency



La Manzana  
Community Resources



Meals on Wheels



Mountain Community  
Resources



WIC  
27  
Women, Infants & Children  
Nutrition Program

#	Performance Measures to be Included in	CC 20,23,26,32,38,39					CC 21					CC 29					CC 24,30					CC36					CC 31					YTD % of 6 mo Goal	Qtr Total	YTD Total							
		Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP					YTD % of Goals				Same Day						
		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD					Oct	Nov	Dec	Qtr	YTD		
1	Unduplicated Passengers per Month	131	95	104	186	360		74	66	73	87	170		80	88	8	102	208		104	102	101	109	229		0	186	223	234	234		78	32	9	84	192		802	1,393		
2	Total Passenger Trips (Units of Service) per Month	647	521	645	1,813	3,383	48%	1,737	1,232	1,330	4,299	8,656	54%	360	252	264	876	1634	68%	3,180	2,356	2,726	8,262	17,161	60%	0	2228	5082	7,310	7310	24%	315	108	59	482	1,482	72%	23,042	39,626		
3	Number of Incidents per Month	0	0	0	0	1		0	0	0	0	0		0	0	0	0	0		3	3	5	11	18		0	0	2	2	2		0	0	0	0	0		13	21		
4	Number of Accidents per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0		
5	Number of Mechanical Failures (including lift failure) per Month	1	0	0	1	1		0	0	0	0	0		N/A	N/A	N/A	0	0		0	2	1	3	7		0	0	0	0	0		0	0	0	0	0		4	8		
6	Number of No-Shows per Month	48	30	47	125	203		N/A	N/A	N/A	0	0		N/A	N/A	N/A	0	0		126	70	143	339	635		N/A	N/A	N/A	0	0		18	7	1	26	66		490	904		
7	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0		
8	Total Donations per Month	\$24	\$503	\$124	\$651	\$788		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		\$ 651	\$ 788		
9	Operating Cost per Passenger Trip					36.91						\$7.06						\$9.27						\$12.84						\$2.21						\$112.44					
10	Operating Cost per Vehicle Service Hour					\$49.19						\$47.74												\$50.33						\$50.20						\$50.48					
11	Passengers per Vehicle Service Hour					1.29						6.77												3.96						22.75						0.45					
12	Passengers per Vehicle Service Mile					0.08						0.45												0.28						1.42						0.07					
13	Van Mileage per Program					21,925						9,541												31,926						5,159						6,719					

Footnotes:  
\* For the 2nd Qtr, we are meeting or exceeding all of our projected units of service. For Medical, we are at 48%, meaning we are shy by 2% which should be within the margin of error. For Meals on Wheels, Taxi Scrip, Elderday, and Same Day Rides, we have exceeded all our projections.  
\* Winter Shelter Program (WSP) percentage of 24% is skewed because the project started six weeks into the 2nd Qtr. We should see this adjust next quarter. Year to date, we have provided 17,207 WSP rides.  
\* We are seeing larger demands geographically throughout the county spreading our busses further out which is consuming more time and making it more difficult to meet all our demands.  
\* The demand for Taxi Scrip remains strong providing 434 rides over projected goals for the 2nd Qtr report.  
\* 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.



**DATE:** May 22, 2015  
**TO:** Board of Directors  
**FROM:** April Warnock, Paratransit Superintendent  
**SUBJECT:** **ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS  
REPORTS FOR FEBRUARY AND MARCH 2015**

**I. RECOMMENDED ACTION**

**That the Board of Directors Accept and File the METRO ParaCruz  
Operations Status Reports for February and March 2015**

**II. SUMMARY**

- Summary review of monthly operational statistics for ParaCruz.
- Summary of monthly operational information about ParaCruz

**III. DISCUSSION/BACKGROUND**

Comparing January 2015 statistics to February 2015, ParaCruz rides increased by 327 rides.

Comparing February 2014 statistics to February 2015, ParaCruz rides increased by 96 rides.

Comparing February 2015 statistics to March 2015, ParaCruz rides increased by 1290 rides.

Comparing March 2014 statistics to March 2015, ParaCruz rides increased by 256 rides.

In February and March 2015, the cost of a ParaCruz ride dips down slightly, this is attributed to having 2 vacant Operator positions, with 3 newly hired Operators in training, not in revenue service quite yet.

March reflects the lowest On-Time Performance percentages for ParaCruz in years. This is largely attributed to the UCSC students protest at the juncture of Highway 1 and Highway 17 on March 3, 2015. The UCSC student protest lasted four hours, traffic congestion lasted much longer. Additionally, ParaCruz performed 9109 rides this month, a monthly record for March.

11-04.1

METRO ParaCruz is the federally mandated ADA complementary Paratransit program of the Santa Cruz Metropolitan 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.

**IV. FINANCIAL CONSIDERATIONS/IMPACT**

None.

**V. ALTERNATIVES CONSIDERED**

Not applicable.

**VI. COORDINATION**

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. Additional data was provided by the Eligibility Coordinator.

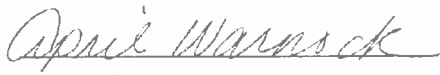
**VII. ATTACHMENTS**

- Attachment A:** ParaCruz OnTime Performance Chart
- Attachment B1:** Comparative Operating Statistics Tables for February
- Attachment B2:** Comparative Operating Statistics Tables for March
- Attachment C:** Number of Rides Comparison Chart
- Attachment D:** Total Rides vs. Shared Rides Chart
- Attachment E:** Mileage Comparison Chart and Mileage Data Tables
- Attachment F:** Monthly Assessments

Prepared By: April Warnock, Paratransit Superintendent

**VIII. APPROVALS:**

April Warnock,  
ParaTransit Superintendent



Ciro Aguirre, COO



Alex Clifford, CEO/General Manager



# Attachment A

## ParaCruz On-time Performance Report

	February 2014	February 2015
Total pick ups	7723	7819
<b>Percent in "ready window"</b>	<b>95.88%</b>	<b>91.18%</b>
1 to 5 minutes late	1.67%	3.96%
6 to 10 minutes late	1.09%	2.96%
11 to 15 minutes late	.75%	1.59%
16 to 20 minutes late	.31%	1.04%
21 to 25 minutes late	.12%	.44%
26 to 30 minutes late	.13%	.39%
31 to 35 minutes late	.07%	.28%
36 to 40 minutes late	.09%	.11%
41 or more minutes late (excessively late/missed trips)	.01%	.02%
Total beyond "ready window"	<b>4.12%</b>	<b>8.82%</b>

During the month of February 2015, ParaCruz received four (4) Customer Service Reports. Two (2) reports were valid. One (1) of the reports was not verifiable or valid. One (1) of the reports was a compliment.

	March 2014	March 2015
Total pick ups	8853	9109
<b>Percent in "ready window"</b>	<b>94.95%</b>	<b>89.50%</b>
1 to 5 minutes late	1.84%	5.2%
6 to 10 minutes late	1.32%	3.09%
11 to 15 minutes late	.67%	1.85%
16 to 20 minutes late	.42%	1.16%
21 to 25 minutes late	.30%	.64%
26 to 30 minutes late	.19%	.35%
31 to 35 minutes late	.09%	.16%
36 to 40 minutes late	.18%	.15%
41 or more minutes late (excessively late/missed trips)	.03%	.13%
Total beyond "ready window"	<b>5.05%</b>	<b>10.5%</b>

During the month of March 2015, ParaCruz received seven (7) Customer Service Reports. Three (3) of the reports were valid. Three (3) of the reports were not verifiable or valid. One (1) of the reports was a compliment.



## Attachment A

Board of Directors  
May 22, 2015  
Page 2 of 2

In March of 2014, METRO ParaCruz received an upgrade to their scheduling software, Trapeze. The upgrade was needed to prepare Trapeze for the addition of Mobile Data Computers (MDC's) to the system, those installations happened in mid-May. July 2014 was the first full month of real-time data entered by Operators into the MDC's. Recognizing that data was manually entered previously, from handwritten manifests, by Operators and Reservationists, it is not surprising that there is a shift in the data being gathered and compiled. The 'on-time' statistics reflected utilizing the 'real-time' equipment reflects a lower level of 'on time' performance than previously realized, as shown in the chart above.

This more accurate data is providing staff the opportunity to focus on the late pick-ups and to work incrementally towards achieving a target of 95% in "ready window" with an initial goal of achieving 92% by the end of FY15.

# Attachment B1

Board Meeting May 22, 2015

## Comparative Operating Statistics through February 2015.

	February 2014	February 2015	Fiscal 13-14	Fiscal 14-15	Performance Averages	Performance Goals
Requested	8297	8418	66,685	69,555	8852	
Performed	7723	7819	62,328	64,721	8271	
Cancels	20.60%	19.47%	19.52%	20.81%	20.45%	
No Shows	2.71%	2.77%	2.93%	3.01%	3.06%	Less than 3%
Total miles	54,833	56,434	391,682	475,529	60,314	
Av trip miles	4.65	5.36	4.78	5.36	5.21	
Within ready window	95.88%	91.18%	95.42%	91.17%	92.00%	92.00% or better
Excessively late/missed trips	1	1	18	27	3.67	Zero (0)
Call center volume	N/A	6244	N/A	N/A	N/A	VOIP being UPDATED
Hold times less than 2 minutes	N/A	94.7%	N/A	N/A	N/A	Greater than 90%
Distinct riders	794	805	1627	1661	823	
Most frequent rider	55 rides	61 rides	367 rides	384 rides	58 rides	
Shared rides	63.0%	66.0%	64.1%	64.5%	64.60%	Greater than 60%
Passengers per rev hour	1.94	2.05	1.96	1.96	1.99	Greater than 1.6 passengers/hour
Rides by supplemental providers	4.04%	9.91%	10.64%	6.22%	5.59%	No more than 25%
Vendor cost per ride	\$22.73	\$24.97	\$23.90	\$24.68	\$24.67	
ParaCruz driver cost per ride (estimated)	\$24.78	\$26.23	\$29.61	\$30.16	\$30.49	
Rides < 10 miles	63.36%	64.62%	63.73%	63.43%	63.31%	
Rides > 10 miles	36.64%	35.38%	36.27%	36.57%	36.69%	
Denied Rides	0	0	0	0	0	Zero

ParaCruz Operations Status Report

11-04B1.1

## Attachment B2

Board Meeting May 22, 2015

Comparative Operating Statistics through March 2015.

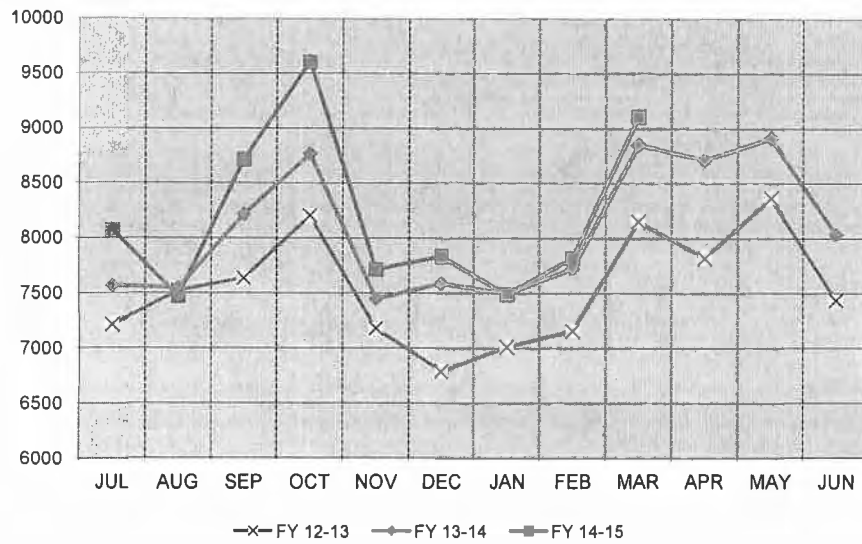
	March 2014	March 2015	Fiscal 13-14	Fiscal 14-15	Performance Averages	Performance Goals
Requested	9444	9820	76,129	79,375	8884	
Performed	8853	9109	71,181	73,830	8292	
Cancels	20.12%	20.06%	19.59%	20.72%	20.45%	
No Shows	2.74%	2.68%	2.90%	2.97%	3.05%	Less than 3%
Total miles	61,684	63,651	508,199	539,180	60,478	
Av trip miles	4.63	5.24	4.76	5.35	5.27	
Within ready window	94.95%	89.50%	95.36%	90.96%	91.54%	92.00% or better
Excessively late/missed trips	3	10	21	37	4.25	Zero (0)
Call center volume	6585	6836	N/A	N/A	N/A	VOIP being UPDATED
Hold times less than 2 minutes	94.4	95.6%	N/A	N/A	N/A	Greater than 90%
Distinct riders	811	861	1702	1746	827	
Most frequent rider	55 rides	68 rides	405 rides	422 rides	59 rides	
Shared rides	64.9%	68.2%	64.2%	64.2%	64.88%	Greater than 60%
Passengers per rev hour	1.97	2.16	1.96	2.00	2.00	Greater than 1.6 passengers/hour
Rides by supplemental providers	7.04%	12.82%	10.19%	7.08%	6.07%	No more than 25%
Vendor cost per ride	\$24.73	\$23.42	\$23.97	\$24.39	\$24.56	
ParaCruz driver cost per ride (estimated)	\$29.34	\$25.67	\$31.02	\$28.78	\$30.18	
Rides < 10 miles	62.69%	64.04%	63.60%	63.43%	63.43%	
Rides > 10	37.31%	35.96%	36.40%	36.57%	36.57%	
Denied Rides	0	0	0	0	0	Zero

ParaCruz Operations Status Report

**11-04B2.1**

# Attachment C

## NUMBER OF RIDES COMPARISON CHART

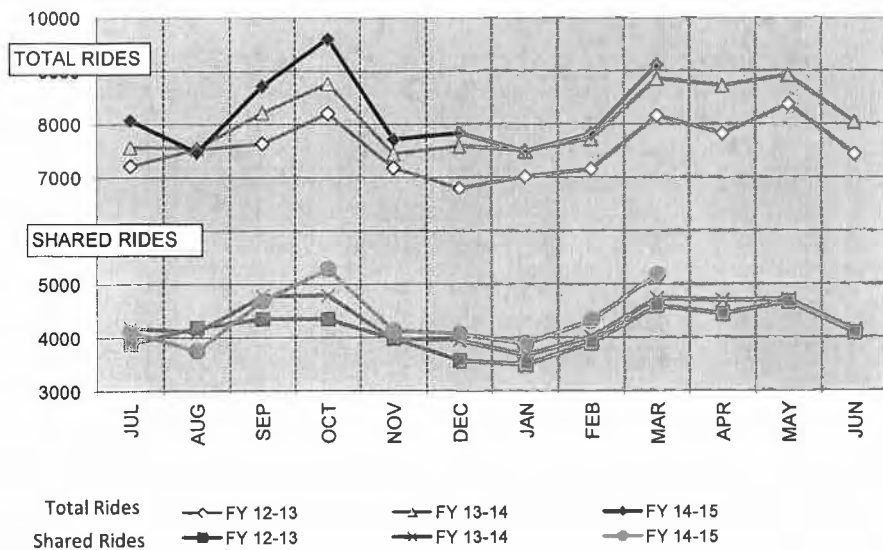


Data Table for Number of Rides performed monthly.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>FY 12-13</b>	7214	7524	7635	8203	7177	6790	7013	7158	8154	7820	8369	7435
<b>FY 13-14</b>	7567	7546	8215	8766	7446	7590	7495	7723	8853	8714	8915	8038
<b>FY 14-15</b>	8071	7472	8716	9607	7715	7836	7492	7819	9109			

## Attachment D

### TOTAL RIDES vs. SHARED RIDES



Data table for total number of rides provided.

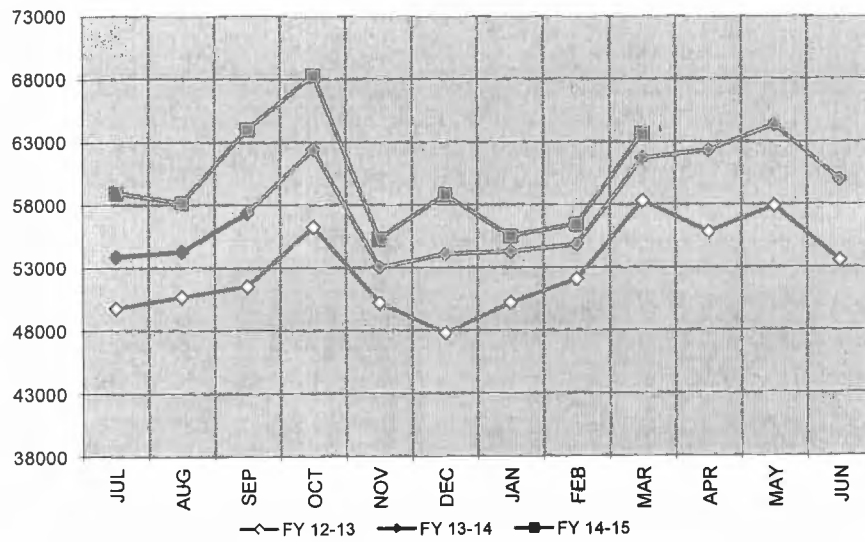
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>FY 12-13</b>	7214	7524	7635	8203	7177	6790	7013	7158	8154	7820	8369	7435
<b>FY 13-14</b>	7567	7546	8215	8766	7446	7590	7495	7723	8853	8714	8915	8038
<b>FY 14-15</b>	8071	7472	8716	9607	7715	7836	7492	7819	9109			

Data table for total number of shared rides provided.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>FY 12-13</b>	3881	4185	4348	4348	3975	3566	3494	3896	4586	4439	4668	4082
<b>FY 13-14</b>	4179	4101	4775	4786	3971	3950	3666	4010	4726	4690	4709	4136
<b>FY 14-15</b>	4110	3755	4683	5280	4123	4063	3883	4318	5175			

# Attachment E

## MILEAGE COMPARISON



Data table for monthly mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 12-13	49795	50675	51532	56236	50205	47783	50191	52073	58295	55814	57874	53528
FY 13-14	53878	54278	57391	62420	53017	54083	54255	54833	61690	62304	64339	59974
FY 14-15	58954	58154	64034	68305	55269	58823	55495	56434	63651			

Data table for year-to-date mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 12-13	49795	100470	152002	208238	258443	306223	356414	408491	466786	522551	580425	633953
FY 13-14	53878	108156	165547	227877	280894	334976	391682	446515	508205	570509	634848	694822
FY 14-15	58954	117108	181142	249415	304685	363487	419053	475529	539180			

## Attachment F

Board Meeting May 22, 2015

### Monthly Assessments

	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
APRIL 2014	56	0	3	1	0	60
MAY 2014	27	2	2	1	1	33
JUNE 2014	45	1	3	5	1	55
JULY 2014	32	3	3	2	1	41
AUGUST 2014	52	6	4	0	0	62
SEPTEMBER 2014	62	0	9	3	0	74
OCTOBER 2014	51	5	7	7	0	70
NOVEMBER 2014	34	0	2	4	1	41
DECEMBER 2014	89	3	2	2	0	96
JANUARY 2015	28	1	3	11	1	44
FEBRUARY 2015	34	0	2	5	0	41
MARCH 2015	35	0	3	1	0	39

Number of Eligible Riders for the month of February 2015 = 3713

Number of Eligible Riders for the month of March 2015 = 3780

**TO:** Elderly & Disabled Transportation Advisory Committee  
**FROM:** Karena Pushnik, Senior Transportation Planner  
**RE:** Elderly & Disabled Transportation Advisory Committee Recruitment and Applications

---

## **RECOMMENDATIONS**

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Consider new applications received from Pam Ansherger and Greta Kleiner.
  2. Review the committee roster to determine recommended positions
  3. Make recommendations to the Regional Transportation Commission for consideration.
- 

## **BACKGROUND**

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Committee members, staff, Commissioners and the community are partners in this endeavor.

## **DISCUSSION**

An extensive outreach campaign has been underway to recruit and fill vacant positions on the Elderly & Disabled Transportation Advisory Committee. Included are paid advertisements, flyers, posters and public service announcements.

The Regional Transportation Commission approved three new members recommended by the E&D TAC: Carolyn Lamb, Charlie Levine and Laura Diaz.

Since the last meeting, two additional applications were received:

- Greta Kleiner (Attachment 1)
- Pam Arnsberger (Attachment 2)

Staff recommends that the E&D TAC review the two new applications, the three approved members and the roster (Attachment 3) to determine positions and recommendations for the Regional Transportation Commission.

## **SUMMARY**

Staff recommends that the E&D TAC make recommendations to the Regional Transportation Commission based on approved and new applications.

### Attachments:

1. E&D TAC Application for Greta Kleiner
2. E&D TAC Application for Pam Arnsberger
3. E&D TAC Roster



# 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: GRETA KLEINER

Home address DELAWARE AV., SANTA CRUZ 95060

Mailing address (if different): \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (business/message) \_\_\_\_\_

E-mail: vv \_\_\_\_\_

Length of residence in Santa Cruz County: 27 years

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

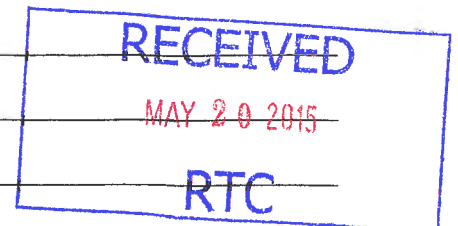
☒ Member, Elderly + Disabled ☐ \_\_\_\_\_

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

TWO TERMS, SANTA CRUZ HISTORIC PRESERVATION COMMISSION

ONE TERM, SAN JOSE " "

COUNTY OF SANTA CRUZ GRAND JURY



## Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
QUESTERS	SANTA CRUZ	PRESIDENT TREASURER	1998 To 2002
FRIENDS OF SANTA CRUZ STATE PARKS	SEACLIFF NEW BRIGHTON	PARK AIDE	2004 To 2009
SANTA CLARA COUNTY TRANSIT	<del>SEACLIFF</del> SAN JOSE	SERVICE WORKER Mech. TRAINEE	1978 1 1994

**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

5/15/15  
Date

### How did you learn about this opportunity?

☒ newspaper  
☐ radio  
☐ internet

☐ flyer  
☐ friend/family member  
☐ other

### Return Application to:

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

### Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Applcation\COMMITTEE APPOINTMENT APPLICATION.doc

Gentlemen -

Being both elderly and disabled I wanted to thank you for maintaining a transit system which allows those with challenges to travel throughout the county.

I live among many seniors who rely on buses and door-to-door service to reach appointments, exercise classes and shopping everyday. It would be an honor to represent them on your committee and to offer suggestions for your service.

Thank you again for this opportunity to improve a great transit system.

John Klein

# 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: Pam Ainsberger

Home address: 1 Aptos CA 95003

Mailing address (if different): Aptos CA 95001

Phone: (home) \_\_\_\_\_ (business/message) \_\_\_\_\_

E-mail: \_\_\_\_\_

Length of residence in Santa Cruz County: 3 yrs since retirement Subresidence here

Position(s) I am applying for: ☐ Any appropriate position from 1951-1989

☒ SCCRTC/E&D TAC ☐ \_\_\_\_\_

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

currently on Seniors Council of Santa Cruz County  
CA Dept on Aging Grants Contacts Review Subcommittee  
1989-91

RECEIVED

MAY 22 2015

RTC


- See attached CV for work experience

### Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Seniors Council of Santa Cruz County & San Benito County	Santa Cruz County	Board member	1/1/15- present
Volunteer Center of Santa Cruz County		Board member vice chair	1985- 1988 1990

**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

5/20/15  
Date

### How did you learn about this opportunity?

☐ newspaper  
☐ radio  
☐ internet

☐ flyer  
☒ friend/family member  
☐ other

### Return Application to:

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

### Questions or Comments: (831) 460-3200

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## Explanatory Statement

I wish to become a member of the Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee because I am interested in maintaining adequate access to transportation for those who are transportation dependent in Santa Cruz County. In the past I worked on this issue with the Commission to establish Lifeline to address what was then an unmet need. Although there are many more options now than there were in the past, there still remain issues of cost effectiveness and preservation of the existing network of transportation services during times of fiscal cutbacks.

As the aging population continues to increase in size both in absolute numbers and in terms of the proportion of the rest of the population (see below), maintaining services at least at current levels becomes crucial for those who no longer drive, either for economic or health reasons. In addition, transportation services are crucial for caregivers, most of whom are older themselves, when they cannot either drive or accompany their elders to appointments. These issues are becoming more real to me than they were in the past. As the spouse of an elder with glaucoma, I recently wondered how he will manage in the future if I am not there to drive him as we recently made three trips to the pharmacy to try and retrieve just one (of three) mislaid prescriptions.

Issues like these confront our elders and people with disabilities on a daily basis. To be certain that services are there to meet their ongoing needs should be a priority for me as I move from professional gerontology into becoming a consumer.

\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*\_\*

I have recently become concerned that there is a perception in Santa Cruz County that the number of elders has perhaps peaked and that current services are more than adequate for now and the future. This is patently untrue. Recent demographic projections by the California Department of Aging indicate that the percentage increase in the elderly population in Santa Cruz County between 1990 and 2020 (projected) has been in the range of 100-150% (see [http://www.aging.ca.gov/Data\\_and\\_Statistics/Facts\\_About\\_Elderly](http://www.aging.ca.gov/Data_and_Statistics/Facts_About_Elderly)). Furthermore among these are some indicators of significant predictors of transportation dependency including the fact that 21.43 percent are non-white, 10% are low-income, and of perhaps of most importance 12.5% are considered geographically isolated e.g. if they were unable to drive they would not have easy access to services. My own research also indicates that another at risk group are those who live alone who comprise 21.42 of the older population in this county. For a variety of reasons, transportation among them, this group often does not access needed services at all and ends up needlessly institutionalized.

Santa Cruz County Regional Transportation Commission's  
**ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)**  
**and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

Membership Roster -June 2015

<b><u>Members</u></b>	<b><u>Representing</u></b>	<b><u>Alternate</u></b>
Clay Kempf (2015)	Social Service Provider - Seniors	Patty Talbot (2015)
vacant	Social Service Provider - Seniors (County)	vacant
Sally French (2015)	Social Service Provider - Disabled	Sheryl Hagemann (2017)
Michael Molesky (2017)	Social Service Provider - Disabled (County)	vacant
Debbie Brooks, vice chair (2015)	Social Service Provider - Persons of Limited Means	Donna Patters (2018)
Lisa Berkowitz (2015)	CTSA (Community Bridges)	Bonnie McDonald (2017)
Kirk Ance (2017)	CTSA (Lift Line)	Laura Diaz (2018)
John Daugherty (2015)	SCMTD (Metro)	April Warnock (2017)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
vacant	Potential Transit User (Disabled)	vacant

(Year in Parentheses) = Membership Expiration Date

Santa Cruz County Regional Transportation Commission's  
**ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)**  
**and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

Membership Roster –June 2015

<b><u>Members</u></b>	<b><u>Representing</u></b>	<b><u>Alternate</u></b>
<u>Supervisory District Representatives</u>		
Patti Shevlin (2017)	1st District (Leopold)	Brent Gifford (2017)
vacant	2nd District (Friend)	vacant
<b>Veronica Elsea,Chair</b> (2015)	3rd District (Coonerty)	Charlie Levine (2018)
Norm Hagen (2017)	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

Staff

Grace Blakeslee, Transportation Planner, RTC 460-3219, [gblakeslee@sccrtc.org](mailto:gblakeslee@sccrtc.org)  
(Karena Pushnik, while Grace is on maternity leave. June 2015)

*I:\E&DTAC\MEMBERS\2015\MEMBERS-April2015\_NoPhone.docx*



**TO:** Elderly & Disabled Transportation Advisory Committee

**FROM:** Rachel Moriconi and Karena Pushnik, Senior Transportation Planners

**RE:** Draft Passenger Rail Feasibility Study

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## **RECOMMENDATIONS**

Staff recommends that the Elderly & Disabled Transportation Advisory Committee receive a presentation on the Draft Passenger Rail Feasibility Study, provide feedback, and provide outreach assistance.

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## **BACKGROUND**

In order to expand mobility options along the most heavily traveled areas of the county, the Regional Transportation Commission acquired the 32-mile Santa Cruz Branch Rail Line -- a continuous transportation corridor from Davenport to Watsonville and Pajaro. Current, planned, and potential future uses of the rail corridor include freight and recreational passenger rail services, a new bicycle/pedestrian path next to the tracks, and new rail transit or intercity rail service connecting with local bus transit and planned regional and state rail service. The RTC used voter-approved bond funds designated for expanding passenger rail service to purchase the rail line from Union Pacific Railroad in October 2012.

With this transportation resource now in [public ownership](#), the Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to analyze the feasibility of rail transit on the Santa Cruz Branch Rail Line. Rail transit is regularly scheduled public transportation service, with established fares on fixed guide way railroad tracks. In May 2014, the RTC issued a contract with Fehr & Peers, a consulting firm specializing in transit planning, and their team of subconsultants to conduct the study. The consultant contract is \$180,000.

In summer 2014, over 2,000 people provided input through an online survey, a community meeting and by email on community goals and objectives, service parameters, including station locations. Agencies with experience planning and implementing rail transit provided peer review of technical information, and community stakeholders also provided input at several points during development of the study. The study was prepared in partnership with Santa Cruz METRO, Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Caltrans who provided oversight as members of the Project Team.

In September 2014, the RTC approved service scenarios to undergo detailed analysis, as well as goals, objectives, and performance measures to evaluate those scenarios. The service scenarios include the length of service, number of stations, and frequency.

## DISCUSSION

The Passenger Rail Feasibility Study – Draft Report was posted on the RTC website ([www.sccrtc.org/rail](http://www.sccrtc.org/rail)) for public review on May 21. The study is a high-level analysis of a range of rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro based on goals and objectives identified by the community. **Staff will provide a presentation on the draft Passenger Rail Feasibility Study and requests feedback from the committee as a group or individually.**

### Report contents

The study includes the following sections:

#### ES) Executive Summary

- 1) Introduction: Purpose of the study, rail corridor history, and coordination with the MBSST/Rail Trail, and summary of public outreach
- 2) Comparable Systems and Technology Options: Description of rail systems and range of rail vehicles used in the United States.
- 3) Study Goals and Objectives: Three core goals and corresponding objectives for rail transit used to evaluate each scenario.
- 4) Passenger Rail Service Alternatives: Description of all service scenarios initially considered and process for selecting seven scenarios for detailed analysis, representing a range of station locations, service hours, vehicle types.
- 5) Methods and Assumptions: General assumptions, operating details, and ridership forecasting methodology used for this study
- 6) Technical Assessment of Service Scenarios: Description of findings from the technical analysis of seven service scenarios.
  - Capital Cost Estimates
  - Operations & Maintenance Cost Estimates
  - Ridership Forecasts
  - Funding Assessment – funding sources currently used by Metro for bus transit operations were not considered
- 7) Evaluation of Service Scenarios: Summary of the level each scenario advances community goals and objectives.
- 8) Preferred Service Alternative: Discussion of the two highest rated service options.
- 9) Implementation: Describes next steps and timeline if the community decides to pursue implementation of passenger rail transit service in the near future; includes planning, design, environmental clearance activities and regulatory and governance considerations.

The Executive Summary is attached ([Attachment 1](#)). The Executive Summary, full plan and appendices are available for download on the RTC website – [www.sccrtc.org/rail](http://www.sccrtc.org/rail). Hard copies are also available for review at the RTC's downtown Santa Cruz office and the Santa Cruz Central, Aptos and downtown Watsonville libraries.

## Key Findings

- The technical analysis and evaluation of the seven service scenarios found that phased implementation of rail service on the Santa Cruz Branch Rail Line is feasible.
- Differences between the scenarios include: type of train technology, speed of implementation, level of upfront investment, ongoing operating costs, and advancement of community goals.
- Ridership estimates range from 480,000 to 1,413,000 passengers per year (base year).
- Funding for construction would need to be secured from competitive grants.
- Some funding for operations would need to be secured from a local transportation ballot measure. Federal, state, and local funding sources currently used for operations by Metro for bus transit were not considered.
- Of seven scenarios analyzed, phased implementation could include:
  - Start up limited service (Scenario S) between Bay Street in Santa Cruz (connecting to buses to UCSC and Westside Santa Cruz) and Seacliff Village (with bus connections to Cabrillo College). Includes minimal upgrades to the rail line, fewer stations, and fewer trains in off-peak hours, using leased locomotive vehicles.
  - Local Service between Westside Santa Cruz and Aptos Village (Scenario E), serving 9 stations, with 30-minute headways, upgrades to the rail line and new Diesel Multiple Unit (DMU) vehicles aimed at attracting strong ridership, and maximizing operational efficiencies.
  - Expanded Local Service to Watsonville (Scenario G). Since this scenario is twice as long as Scenario E it has higher ridership, however the level of funding necessary for upfront capital investments and ongoing operations and maintenance would be more challenging to secure, or the service could be added as funding becomes available.

## Public outreach

Public input gathered at the beginning of the analysis helped shape this study. Two community presentations were held on June 4; one to the Regional Transportation Commission board at their meeting held in Watsonville, and the other an evening Open House at the Simpkins Swim Center in Live Oak. **Input on the draft report received by the July 8 deadline will be reflected in the Final Report.** As always, wide-spread public participation and engagement is encouraged. The committee and the community (through the RTC's Rail eNews group which has over 2,000 email subscribers and neighborhood distribution lists) are encouraged to review the document and provide feedback.

In addition, information about the draft report is included in the RTC's web newsfeed, Facebook and Twitter pages, as well as through newsletters, news media, local

business, and community partners. The Fact Sheet ([Attachment 2](#)) on the study and flyers announcing the public open house were also distributed at multiple venues. In additions to the RTC Advisory Committees, staff is presenting information on the draft document to local technical stakeholders and community groups, the METRO board, and other community groups and service clubs.

There are several ways for members of the community to provide input on the Draft Study:

- An online survey will be available June 4 to July 8 from [www.sccrtc.org/rail](http://www.sccrtc.org/rail)
- Written comments can be submitted to the RTC:
  - [online](#) ([sccrtc.org/rail](http://sccrtc.org/rail)) by using the comment form
  - via [email](#) to: [info@sccrtc.org](mailto:info@sccrtc.org) with the subject: "Draft Rail Study Comments"
  - by postal mail

This is an important community discussion about the possibility of adding a new transportation option in Santa Cruz County.

### Next Steps

Staff will review comments received through July 8, seek RTC guidance on issues identified by the public, and request that the consultant team conduct additional analysis if needed. Consultants Fehr & Peers will prepare the final report for presentation to the RTC in the fall, including next step recommendations for consideration.

### **SUMMARY**

The RTC was awarded a transit planning grant to analyze passenger rail transit service along the Santa Cruz Branch Rail Line. This high-level study focuses on public rail transit options within the most populated sections of the rail corridor. The study includes cost, ridership, and funding options for a range of transit service scenarios. All are encouraged to review the draft report (posted online and at public locations) and submit written comments on the draft report and use of an online survey (available online June 4) are encouraged through July 8, 2015 for consideration during development of the final report and recommendations. The Elderly & Disabled Transportation Advisory Committee may submit comments as a group or separately.

### Attachments:

- 1) [Executive Summary](#) (the full report is available electronically on the RTC website – [www.sccrtc.org/rail](http://www.sccrtc.org/rail))
- 2) [Fact Sheet](#)

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# Passenger Rail Feasibility Study Draft Report

Study prepared with  
funding from the California Department of  
Transportation's FTA 5304 Transit Planning  
Program

## Study prepared by

- Fehr & Peers
- LTK Engineering Services
- RailPros
- Bob Schaevitz



Source: SCCRTC



Source: Howard Cohen



Santa Cruz  
County Regional  
Transportation  
Commission



## 0.0 EXECUTIVE SUMMARY

Is passenger rail transit service feasible in Santa Cruz County? What criteria should be used to define what is feasible? How can the community maximize use of the publicly-owned Santa Cruz Branch Rail Line? How much would it cost and how many people would ride trains? Could it help advance the community's mobility, environmental, economic, and other goals? Is there a "starter" passenger rail service that could be implemented in the near term, and then augmented as demand and resources change? Could passenger rail service be part of an integrated transportation network? How will passenger rail service be coordinated with existing transit service, freight trains, and the planned Monterey Bay Sanctuary Scenic Trail Network – especially the 32 mile rail-with-trail project? These are some of the questions that spurred policy makers, agency staff, and community members to investigate if rail transit could serve some of Santa Cruz County's extensive transportation needs.

The Santa Cruz County Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to evaluate the feasibility of passenger rail transit service on the Santa Cruz Branch Rail Line. Rail transit provides regularly scheduled public transportation with established fares, using either locomotive-hauled or self-propelled railroad passenger cars on a fixed guideway (rail).<sup>1</sup> In May 2014, the RTC hired a team of consultants, led by Fehr & Peers to conduct this high-level study, based on their extensive transit planning experience. The study includes technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of train technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discusses integration with other rail corridor uses; connectivity to other bus and rail services; and identifies feasible options for further analysis, environmental clearance, engineering, and construction, if the community decides to implement rail transit service on the Santa Cruz Branch Rail Line.



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<sup>1</sup> While there are many different types of passenger service that could operate on the Santa Cruz Branch Rail Line, this study focuses on public transportation options using the fixed guideway rail, characterized by passenger train service (using either locomotive hauled or self-propelled passenger cars) operated on a regular basis by or under contract with a public transit agency or Joint Powers Authority for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.





## STUDY AREA

The Santa Cruz Branch Rail Line is a continuous transportation corridor offering a variety of mobility options for residents, businesses, and visitors. In October 2012 the RTC completed acquisition of the rail line, which has been a transportation corridor since the mid-1870s, bringing it into public ownership. Funding for acquisition was approved by the voters of both Santa Cruz County and the state of California. The rail corridor (see **Figure ES-1**) spans approximately 32 miles of Santa Cruz County's coast from Davenport to Watsonville/Pajaro, runs parallel to the often congested Highway 1 corridor, and connects to regional and state rail lines. This underutilized transportation corridor is within one mile of more than 92 parks, 42 schools and approximately half of the county's population. Based on public input, travel patterns, and analysis of existing and forecast future demographic conditions, this study focuses on the most populous and congested sections of Santa Cruz County – from the western edge of the city of Santa Cruz to downtown Watsonville; though service north west to Davenport is not precluded from future analysis.

**Figure ES-1: Santa Cruz Branch Rail Line**



Source: SCCRTC, 2015



Although Santa Cruz County is not considered a metropolitan area, the topography of the area concentrates development between the ocean and the mountains. The county's population density is one of the highest in California, about 600 people per square mile overall, with areas along the rail line significantly higher (City of Santa Cruz and the Seacliff area are over 4,000 people/square mile; Live Oak almost 5300 people/square mile, Twin Lakes area and City of Watsonville over 7,000 people/square mile).<sup>2</sup>

## PURPOSE OF STUDY

The RTC was awarded a federal transit planning grant by Caltrans to conduct a passenger rail study for the Santa Cruz Branch Rail Line. The objective of this study is to analyze potential commuter rail service scenarios, along with potential station locations that could serve Santa Cruz County. If found to be feasible, this analysis is intended to lay the groundwork for decisions about pursuing more detailed definitions of operational characteristics and costs. Overall objectives of the study include:

- Analyze the feasibility of passenger rail service on the Santa Cruz Branch Rail Line.
- Identify, evaluate and compare a range of near- and long-term passenger rail service options.
- Understand how commuter and/or intercity passenger rail service can improve people's access to jobs, schools, recreation, goods/services, and other activities.
- Provide data regarding ridership potential, capital and operating/maintenance costs, revenue projections, and connectivity with other transportation modes.
- Identify governance and financing options.
- Meet sustainable communities, greenhouse gas emission reduction and natural environment protection goals.
- If found to be feasible, provide the community with practical recommendations regarding implementation of passenger rail service, in accordance with forecasted ridership demand and funding.
- If the community decides to implement passenger rail service, recommendations on station locations and train passing sidings will assist local entities in ensuring coordination of land use, transit, trail, and freight plans along the corridor.
- Involve the community and the RTC board in the decision making process.

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<sup>2</sup> <http://quickfacts.census.gov/qfd/states/06000.html>





## Why Consider Rail Transit for the Santa Cruz Branch Line?

When considering the current state of our strained infrastructure and the housing shortage in the County, as well as anticipated growth in population and jobs, we are faced with many questions. How will people get around? Where will they live? What kind of jobs will they find? What does this mean for quality of life? Will our highways support our growing transportation needs? Essential for a stronger local economy and quality of life, improvements in the housing supply and the transportation network will be needed.

***“I don’t think we should plan for a [transportation] system that’s 1956. We should plan for 2045.”***

**—Anthony Foxx,  
US Secretary of Transportation**

- **The need to ease traffic congestion.** Congestion is not just an inconvenience – it is costly. Unpredictable trip times, wasted fuel and lost time are costs paid by residents and businesses alike. Trips taken by rail could free up capacity and provide relief for those able to use an alternative to Highway 1.
- **Rising demand for complete communities.** Walkable neighborhoods with good quality transit service and a variety of essential services nearby are increasingly desirable.
- **Rail supports compact land use** that allows cities and counties to make the most of existing infrastructure and reduce the number of miles driven through more integrated transportation and land use planning.
- **Reduce emissions.** Rail transit could reduce the number of miles people drive and decrease associated greenhouse gas and other emissions.
- **Improve connectivity.** A commuter rail service would provide a new option for travel within the County, and could connect with rail services to adjoining counties, the San Francisco Bay Area and Southern California.
- **Scalable.** Once investment is made in basic infrastructure such as track, structures, signals and stations, capacity of trains can be increased by adding railcars as demand grows.
- **Funding landscape is changing.** The state’s new Cap and Trade program includes significant funding for conventional as well as high-speed rail investments and is expected to grow over time.

Passenger rail service could contribute to or support many existing policies and goals of the RTC, local government, environmental groups and local business organizations. Coordination and collaboration with these other entities would be essential to realize many goals and policies. As the backbone of a more diverse transportation system, rail service would need to be integrated with existing fixed route bus service. It is not realistic to represent passenger rail as the singular solution to many problems, yet it could provide a very strong supporting role in the future development of healthy sustainable communities in Santa Cruz County.



## Study Limitations

The scope of this study is limited to a high-level analysis of rail transit options along the Santa Cruz Branch Rail Line. This is not a detailed service or implementation plan. If the community decides to move forward with implementing service, environmental review and engineering level design work would be initiated to provide more detailed analysis of potential environmental impacts, station locations, parking needs, and integration with the planned Monterey Bay Sanctuary Scenic Trail (MBSST or “rail trail”). Train operating schedules would be evaluated and coordinated with METRO buses. Also, evaluation of multimodal transportation improvements along the heavily-traveled Santa Cruz to Aptos corridor is also in process as part of the Santa Cruz County Unified Corridors Plan. Starting with development of a multimodal county level travel demand model, the Unified Corridors Plan will analyze transportation investments on the parallel routes of Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line to identify the combination of investments that most effectively move people and provide transportation choices.

The RTC recognizes that there are also other options for the rail right-of-way that have been analyzed in the past or could be analyzed in the future. This includes other passenger rail service – such as recreational rail service or intercity rail service to the San Francisco Bay Area or Monterey County; or expanded freight service. Some members of the community have also expressed interest in using the Santa Cruz Branch Rail Line for bus rapid transit (BRT) or personal rapid transit (PRT). Expanding rail transit service up to Felton and other parts of San Lorenzo Valley, and operating train service from Santa Cruz to San Jose over the Santa Cruz Mountains have also been mentioned frequently. This study does not preclude future analysis of these and other options, but they are outside of the scope of this study.

## MEASURING FEASIBILITY: GOALS AND OBJECTIVES

An initial step in development of this study, the RTC solicited input from the public on the goals, objectives and measures that should be used to evaluate the feasibility of rail service. Goals and objectives identified as priorities by the community are shown in **Figure ES-2**. These goals and objectives for rail transit in Santa Cruz County are consistent with regional, state and federal transportation planning goals and objectives related to access, mobility, maintenance, efficiency, economic vitality, safety, quality of life, and the environment.





Figure ES-2: Study Goals and Objectives

Transportation Alternatives/Choices	Sustainability	Cost Effectiveness
<b>GOAL 1: Provide a convenient, competitive and accessible, travel option</b>	<b>GOAL 2: Enhance communities &amp; the environment, support economic vitality</b>	<b>GOAL 3: Develop a rail system that is cost effective and financially feasible</b>
<b>More Options</b> Provide additional and competitive travel options to address the current and future needs of the community (including employment, school, visitor, shopping, recreational, neighborhood and other daily trips)	<b>Reduce Traffic</b> Reduce the number of cars on Highway 1 and local roads	<b>Cost to Benefit (Cost Effectiveness)</b> Develop a rail system that is cost effective
<b>Ridership</b> Increase the number of people using transit	<b>Climate</b> Reduce fuel consumption, greenhouse gas emissions, and air pollution	<b>Cost per Rider</b> Generate sufficient ridership to minimize per rider and system costs
<b>Faster Travel Times</b> Reduce how long it takes to get places	<b>Other Car Impacts</b> Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl in other areas)	<b>Existing Resources</b> Optimize use of existing infrastructure
<b>Transit Connections</b> Connect to the existing (METRO) bus transit system	<b>Serve Major Destinations</b> Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities	<b>Financially Feasible</b> Develop a system that keeps operating and capital costs to a minimum
<b>Bike &amp; Walk Connections</b> Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail (or Rail-Trail)	<b>Economy</b> Support access to jobs, shopping, tourist, and other economic activity centers/opportunities	<b>Funding Options</b> Identify service options that are competitive for local, state, & federal funding sources
<b>Non-Drivers</b> Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive	<b>Revitalization</b> Stimulate sustainable development and revitalization of areas near stations	<b>Efficiencies</b> Maximize operational efficiencies, build partnerships with public and private agencies, groups and interests
<b>Visitors</b> Expand options for visitors and tourists to reduce traffic congestion	<b>Minimize Impacts</b> Minimize negative impacts of trains on neighborhoods, adjacent property owners, and the environment (including traffic, noise, parking, construction, etc.)	
<b>Reliability</b> Make it easier to predict how long it will take to get places (Improve reliability of transit travel times)	<b>Safety</b> Provide safety measures to avoid conflicts between trains & cars, bicyclists or pedestrians	
	<b>Consistency</b> Ensure consistency with local, regional, state, and federal plans and policies	



## STATIONS AND SCENARIOS ANALYZED

Based on existing and forecasted future travel patterns, as well as input from community members, technical stakeholders and rail peers, a series of station locations and service scenarios were analyzed for this study. The project team conducted a high-level, initial screening of ten service scenario concepts, with varying station locations, termini, and service hours. This included a qualitative assessment of ridership potential, capital costs, and connectivity to local, regional, state transit and intercity rail systems. Taking into consideration the initial screening, service scenarios (which represent a range of costs and near and longer term implementation potential, were selected for more detailed evaluation.

- Limited Service, Santa Cruz ↔ Capitola: Weekday and weekend service limited to primary stations<sup>3</sup> and a few key visitor destinations (Scenario B)
- Peak Express Service, Santa Cruz ↔ Watsonville: Service hours limited to peak weekday commute hours (Scenario D)
- Local Service, Santa Cruz ↔ Aptos: Weekday and weekend service to primary and secondary stations, including service near Cabrillo College (Scenario E)
- Expanded Local Service, Santa Cruz ↔ Watsonville: Weekday and weekend service to primary and secondary stations expanded to Watsonville (Scenario G)
- Santa Cruz ↔ Watsonville Locomotive-Powered (can comingle with freight): Weekday and weekend service to primary and secondary stations (Scenario G1)
- Regional Rail Connector, Santa Cruz ↔ Pajaro: service connecting to future Capitol Corridor/Amtrak and Coast Daylight service at Pajaro to test potential for ridership demand with regional rail accessibility (Scenario J)
- Limited Starter Service, Santa Cruz ↔ Seacliff/State Park Drive: Very limited weekday and weekend service hours and station stops utilizing locomotives. (Scenario S)

While this represents a range of rail transit service options, the locations where trains start and stop (route/termini), the number and location of station stops, service days and times, vehicle types, passing sidings, station design and other factors could ultimately reflect a scalable hybrid of these scenarios and could change over time if and when the community decides to add rail transit service.

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<sup>3</sup> Potential station locations anticipated to have higher ridership potential were identified as “primary stations”. “Secondary stations” also have promising ridership potential, but not as high as primary stations. Other potential station locations were screened out for this analysis; however could ultimately be developed, in-step with growth in ridership potential (jobs, housing, infrastructure development or transit connections) or be utilized at special time periods (such as seasonal weekends or for special events).



## TECHNICAL ANALYSIS: RIDERSHIP AND COSTS

Technical analysis of the scenarios described above included ridership forecasts, capital cost estimates, as well as operations and maintenance cost estimates.

**Ridership:** Fehr & Peers conducted a ridership modeling analysis to determine potential ridership demand at each station under each scenario. Based on existing travel and land use patterns, population and employment levels, as well as projected train travel times, the ridership models found that in the base year,<sup>4</sup> up to 1.65 million passengers per year (5,500 daily weekday boardings) would ride trains between Santa Cruz and Watsonville in Scenario G, which serves the greatest number of stations with the most frequency. In 2035, ridership could increase for this same service to over two million annual boardings. For the base year, the scenario with trains limited to morning and evening peak commute hours, serving significantly fewer stations had the lowest ridership estimate of 1,100 per day (287,500 annual boardings in Scenario D).

**Capital Costs:** In order to assess the capital needs of each scenario, consultants RailPros conducted an assessment of existing infrastructure conditions and identified upfront and long-term cost estimates for the track, signal systems, crossings, stations, vehicles, and other components. In many instances, to minimize construction impacts once service is initiated and to reduce maintenance needs, full replacement and reconstruction of many rail elements is recommended and included in the cost estimates; though it is possible to initiate passenger service before making all of the upgrades identified. The initial infrastructure construction costs (capital outlay) range from a low of \$23 million (Scenario B: Capitola to/from Santa Cruz) to a high of approximately \$48 million (Scenario G1: Watsonville to/from Santa Cruz using locomotives). In addition to the base (or “raw”) construction estimates, the study assumes an additional 30 percent for support costs (e.g. preliminary design and environmental review, preparing construction documents, permitting, construction management) and a 30 percent contingency. Not surprisingly, the capital cost is closely related to the amount of line that is utilized for passenger service, number of stations, and number of rail vehicles. The cost estimates are conceptual, based on recent unit costs on other rail projects, as no engineering was performed for this feasibility-level study. Actual capital costs could range between 70 percent and 130 percent of these estimates, with more precise cost estimates only available following detailed surveying and engineering analysis.

**Operations and Maintenance:** LTK Engineering Services developed travel time forecasts, identified where new passing tracks (sidings) may be required to allow trains traveling in opposite directions to pass, as well as annual operating and maintenance costs. This analysis found that with the capital upgrades identified, including new passing sidings, it would take 36 or 41 minutes for trains to travel between Santa Cruz and

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<sup>4</sup> “Base year” is based on 2010 AMBAG Regional Travel Demand Model information.



Watsonville, depending on the number of station stops (6 or 10, respectively). Service between the Westside of Santa Cruz to Capitola Village would take 16 minutes.

Estimated operating and maintenance costs included in this study vary depending on the number and distance of trains operating per day. Generally, the cost per revenue hour of \$376 was assumed in this study, using an average cost from similar peer rail systems. This number includes fuel, operator salaries, general rail and station maintenance, and other ongoing expenses utilizing a Diesel Multiple Unit (DMU) vehicle. Vehicle maintenance per DMU train set is assumed to be \$173,000 per year. General Administration, which includes marketing, security, scheduling, and other administrative activities, is assumed to be an extra 38 percent. The operating costs for scenarios utilizing locomotives pulling coaches are higher due to the additional vehicles and fuel use.

**Table ES-1** provides a summary of the ridership, travel time, and cost estimates for each scenario analyzed. Preliminary capital and operating costs for Scenario S were provided by Iowa Pacific, then adjusted for consistency regarding contingency and support costs, Positive Train Control, and labor rates.

**TABLE ES –1: SUMMARY OF TECHNICAL ANALYSIS**

Metric	Scenario B SC-Cap	Scenario D Peak: SC-W	Scenario E SC-Aptos	Scenario G SC-W	Scenario G1 – FRA SC-W	Scenario J SC-Pajaro	Scenario S SC-Seacliff
Track Miles	6.6	20.5	9.5	20.5	20.5	21.8	7.6
One-way Travel Time	16 min	36 min	23 min	41 min	41 min	43 min	25 min
Trains per weekday (both directions)	60	24	60	60	60	12	36
Number of vehicles (train sets)	3	4	3	5	5	2	3 (leased)
Number of stations (weekday)	6	6	9	10	10	10	4 + 1 seasonal
Operating hours per year (rev train hours)	9800	4313	9800	13,591	13,591	5024	5513
Annual service miles (revenue train miles)	145,000	136,000	204,000	400,000	400,000	56,000	91,500
Annual Boardings Low Estimate (Base Year)	846,000	287,500	1,413,000	1,509,000	1,509,000	528,000	420,000
Annual Boardings High Estimate (2035)	1,287,000	405,000	1,926,000	2,031,000	2,031,000	741,000	660,000





**TABLE ES –1: SUMMARY OF TECHNICAL ANALYSIS**

<b>Metric</b>	<b>Scenario B SC-Cap</b>	<b>Scenario D Peak: SC-W</b>	<b>Scenario E SC-Aptos</b>	<b>Scenario G SC-W</b>	<b>Senario G1 – FRA SC-W</b>	<b>Scenario J SC-Pajaro</b>	<b>Scenario S SC- Seacliff</b>
<b>Daily weekday boardings Low Estimate (Base Year)</b>	2,800	1,100	4,700	5,000	5,000	1,750	1,400
<b>Daily weekday boardings High Estimate (2035)</b>	4,300	1,600	6,400	6,800	6,800	2,500	2,200
<b>Annual O&amp;M cost</b> <i>(operations, vehicle maintenance, general admin, &amp; contingency)</i>	\$6.9M	\$3.8M	\$6.9M	\$9.9M	\$14M	\$3.7M	\$5.4M
<b>“Raw” Construction-only outlay cost</b> <i>(excluding vehicles, support and contingency)</i>	\$23M	\$40M	\$28M	\$41M	\$48M	\$41M	\$19.7M
<b>Upfront Capital Cost (Outlay)</b> <i>(tracks, stations, vehicles, +30% contingency &amp; 30% support)</i>	\$77M	\$119M	\$85M	\$133M	\$176M	\$93M	\$31.5M <i>(vehicle lease under O&amp;M)</i>
<b>Total Capital Outlay/mile</b>	\$12M	\$6M	\$9M	\$6M	\$9M	\$4M	\$4M

Source: Fehr & Peers, LTK, RailPros, 2015, Scenario S – Iowa Pacific, adjusted for consistency

Notes: SC =Santa Cruz, Cap = Capitola, W = Watsonville, FRA = Federal Railroad Administration; “Raw” items include capital construction costs such as tracks, stations, and sidings.

## FUNDING ASSESSMENT

A core component of demonstrating feasibility for any transit project is the ability to secure adequate funding for project implementation (planning, environmental review, design, procurement and construction) and for ongoing system operations and maintenance. Initiation of new passenger rail service in Santa Cruz County will require a combination of federal and/or state capital funding, as well as new revenues for ongoing operations. This study includes an inventory of existing and potential new federal, state, regional, local, and private funding sources and identifies funding strategies or recommendations for sources or mechanisms that are most reasonable to pursue. The study also evaluated a range of passenger fare levels that could optimize revenues without significantly impacting ridership levels.



A base assumption used for this study was that funding sources used to fund the existing bus transit system would not be redirected to fund rail transit. The study found that a successful funding strategy for any scenario will need to include a new countywide sales tax with some portion dedicated to rail and some combination of the following sources – U.S. Department of Transportation TIGER grant program, Federal Transit Administration (FTA) §5309 Fixed Guideway Small Starts grant program, and/or California Cap and Trade program funds. Additional potential sources of revenue include regional shares of state and federal funds (e.g. State Transportation Improvement Program), federal Economic Development Administration public works grants, FTA §20005(b) Transit Oriented Development (TOD) grants, developer fees, smart cities, sustainable communities, healthy neighborhoods and other land use or planning type grants; as well as public-private partnerships (P3).

Taking into consideration the universe of sources that may be available for capital and ongoing operations, it appears unlikely that capital costs in excess of \$100 million can be met with grant programs and other sources that currently exist or could be potentially available. As with capital needs, annual operating subsidies in excess of \$10 million annually would be difficult to achieve in the current funding environment.

## OTHER EVALUATION MEASURES/FEASIBILITY

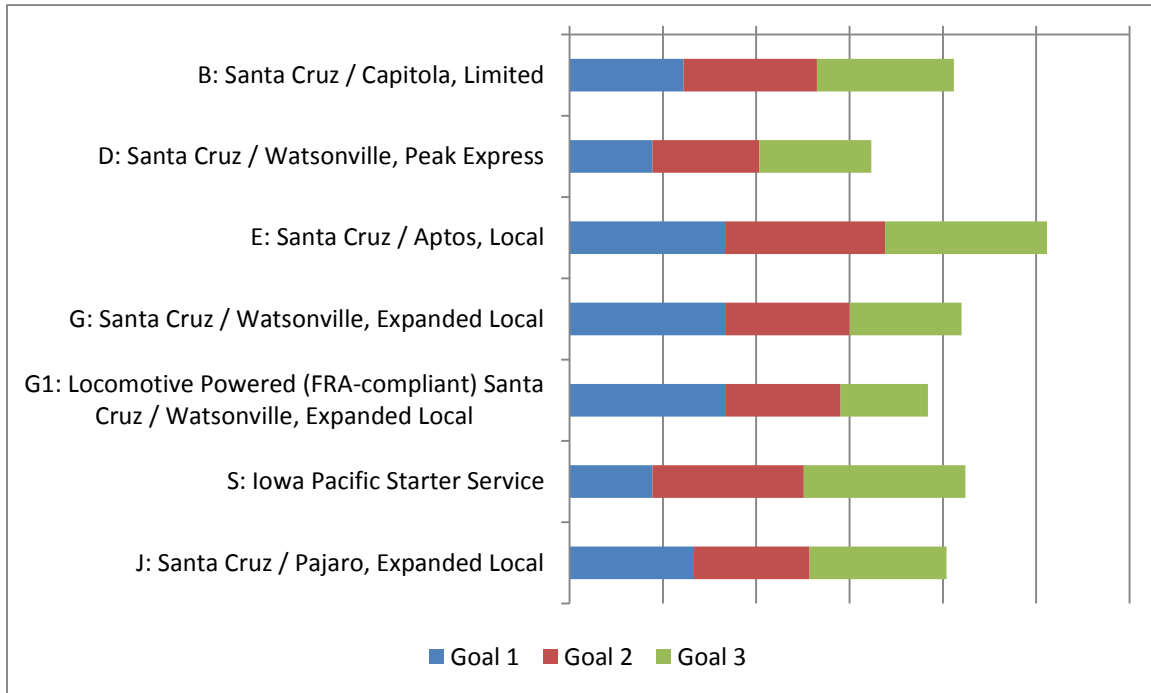
In addition to the base metrics of ridership and cost described above, an evaluation framework was developed to evaluate rail transit service along the Santa Cruz Branch Rail Line in the context of the goals and objectives identified by the community for this study. Each of the seven scenarios was comparatively evaluated against several quantifiable metrics. These evaluation measures included criteria to measure transit operations and performance, connectivity and quality of access, livability and economic vitality, neighborhood and environmental impacts, impacts of construction on homes and businesses, capital and operating costs, and funding competitiveness. Comparing the seven service scenarios based on the evaluation measures and goals (Figure ES-3) each with equal weight, Scenario E (local service between Santa Cruz and Aptos Village), Scenario G (local service between Santa Cruz and Watsonville), and Scenario S scored the highest. Scenario D (Watsonville/Santa Cruz Peak Express), which only operates during peak commute hours, scored the lowest.





**Figure ES-3: Evaluation of Scenarios**

***Advancement of project goals***



*GOAL 1 - Transportation Alternatives/Choices: Provide a convenient, competitive and accessible, travel option*

*GOAL 2 – Sustainability: Enhance communities & the environment, support economic vitality*

*GOAL 3 - Cost Effectiveness: Develop a rail system that is cost effective and financially feasible*

Source: Fehr & Peers, 2015

## PREFERRED ALTERNATIVE RECOMMENDATIONS

This study evaluates the feasibility of implementing rail transit service along the Santa Cruz Branch Rail Line based on how well the range of potential service scenarios advance goals and objectives identified by the community. The technical analysis and evaluation of the service scenarios found that phased implementation of rail service within Santa Cruz County is feasible.

Of the seven service scenarios, two potential strategies for implementing passenger rail transit service on the Santa Cruz Branch Line are recommended to move forward for further analysis. Both strategies are feasible options for introducing rail transit service on the corridor; the ultimate decision by the RTC Board to pursue and implement either option will be based on key decision factors.

- Option 1 (Higher investment) – Rail Transit | Scenario E, Santa Cruz to Aptos, Local Service.



- Option 2 (Lower investment) – Railroad | Scenario S, Santa Cruz to Seacliff, Limited Local Service.

Both service options are feasible from a constructability and operational standpoint. Both Scenario E and Scenario S would improve accessibility and mobility along a section of this passenger rail corridor that is currently underutilized.<sup>5</sup> Available funding, ability to achieve community goals, and customer needs are the key factors to be considered by RTC when making a determination of which service alternative or hybrid of scenarios to pursue for implementation. Feasibility will rely heavily on securing a new sales tax with a portion of the funds dedicated for ongoing operation of rail transit service and which would provide an attractive match to federal and/or state grants for capital infrastructure.

## NEXT STEPS/ IMPLEMENTATION

Implementation considerations include: regulatory requirements, freight integration, governance structure for operations, project development activities, and potential funding strategies. Based on the findings in this study, the following recommendations and action plan are organized into near-term (1-5 years) and mid-term (5-10 years) horizons with the objective of providing RTC with a program to follow for further planning, identification of funding sources, and potential implementation of service by the year 2025.

- Draft Environmental Studies and Conceptual Engineering –near-term.
- Preferred Alternative and Preliminary Engineering –near-term.
- Final Design, Construction Documents, and Funding – near-term
- Right-of-way (ROW) Acquisition for stations and sidings, if needed – near-term
- Contractor Procurement – mid-term
- Construction – mid-term
- Vehicle Procurement – mid-term
- Opening – mid-term

Other considerations that need to be addressed when passenger rail service moves through subsequent planning and design activities towards implementation include:

- Integration/coordination with freight service
- Rail line governance

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<sup>5</sup> With the exception of excursion services and occasional freight service in the Watsonville area.



- Regulatory agency requirements
- Coordination with Santa Cruz METRO
- Ridership forecasting using FTA Simplified Trips-on-Project Software (STOPs) methodology required for federal funding
- Funding competitiveness and procurement

## PUBLIC INVOLVEMENT

Public interest in this study is high, as demonstrated by extensive public input gathered at the project outset in 2014. Broad community participation helped shape this study. Information about the study is posted online at: [www.sccrtc.org/rail](http://www.sccrtc.org/rail), was distributed through an eNews email group with over 1,700 subscribers. In summer 2014, 2,000 members of the community participated in online questionnaires, or attended public workshops and meetings. The community provided input on study goals and objectives, evaluation measures, service scenarios, station locations, and operating hours. Through this Draft Study, the RTC requests that the community consider the results of ridership, revenue and cost estimates and engage in a thoughtful discussion about the feasibility of future rail transit service. To receive additional information about the passenger rail study and to participate in the discussion, sign up for eNews at: <http://www.sccrtc.org/about/esubscriptions/>. Comments on the draft study should be submitted to the RTC.





## Passenger Rail Study in Santa Cruz County

### Fact Sheet

*(updated May 2015)*

The RTC was awarded a transit planning grant by Caltrans to analyze passenger rail transit service along the Santa Cruz Branch Rail Line. Rail transit is regularly scheduled public transportation service, with established fares on fixed guideway railroad tracks. This high-level study focuses on the most populated sections of the rail corridor, between Santa Cruz and Watsonville.

**The Draft Report is now available online:** [www.sccrtc.org/rail](http://www.sccrtc.org/rail)

Public input gathered at the beginning of the analysis helped shape this study. The study includes:

- **Introduction** including why consider rail transit
- **Goals and Objectives** used to evaluate the feasibility of each scenario
- **Service Scenarios** representing a range of station locations, service hours, vehicle types (over for map)
- **Technical Assessment** of Seven Service Scenarios
  - Capital Cost Estimates
  - Operations & Maintenance Cost Estimates
  - Ridership Forecasts - how many people would ride trains
  - Funding Assessment - how it could be funded
- **Evaluation** of how well each scenario advances community goals and objectives
- **Preferred Service Alternatives** – two highest rated options based on evaluation criteria
- **Implementation Options**

#### **Key Findings**

- The technical analysis and evaluation of the seven service scenarios found that phased implementation of rail service within Santa Cruz County is feasible.
- Of seven scenarios analyzed, two are recommended to be considered for implementation.
- Differences between the scenarios include: type of train technology, speed of implementation, level of upfront investment, ongoing operating costs, and level community goals advanced.
- Ridership estimates range from 480,000 to 1,413,000 annually (base year), with a \$2.50 fare per ride.
- Funding for construction would need to be secured from competitive grants.
- Funding for operation would need to be secured from a local transportation ballot measure. Funding sources currently used for operations by Metro for bus transit were not considered.

***Get Involved - Your participation will help ensure that the Final Report reflects community input.***

#### *Step 1: Review the Draft Report*

- Online: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)
- In person: Review a print copy at the RTC's Santa Cruz office, Central Library or Watsonville Library
- Attend a meeting:
  - **RTC Board Meeting 6/4/15** –The RTC board will receive a presentation on the draft report from the consultant during its regular monthly meeting at the Watsonville City Council Chambers, 275 Main Street. The RTC meeting starts at 9:00 a.m. and will be rebroadcast on [Community TV](http://www.sccrtc.org/rail).
  - **Open House-Workshop 6/4/15, 6:30 pm** – View findings, hear overview presentation, and ask questions, Community Room at Simpkins Family Swim Center - 979 17th Avenue in Live Oak.

#### *Step 2: Submit Comments by July 8, 2015*

- **Comment Form:** Submit comments online - <http://www.sccrtc.org/rail-study-comments/>
- **Email:** Send your comments to [info@sccrtc.org](mailto:info@sccrtc.org)
- **Online Survey:** The Survey will be posted June 4 - July 8: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)

*Step 3: Stay Involved* - Sign up for eNews to receive information about the study and to participate in the discussion. <http://www.sccrtc.org/about/esubscriptions/>

*For more information, please visit the RTC web site: [www.sccrtc.org](http://www.sccrtc.org) or call (831) 460-3200.  
Santa Cruz County Regional Transportation Commission, 1523 Pacific Avenue, Santa Cruz, CA 95060*

## Rail Station Locations/Service Scenarios Analyzed



# Potential Station    Santa Cruz Branch Line    Santa Cruz Metro Transit Routes    Transit Likelihood: High    Low    Santa Cruz Branch Line Passing Sidings \*



**SCCRTC**  
RAIL STUDY

\*Varies by scenario.

Santa Cruz Rail Feasibility Project Service Scenarios

November 2014

\*Passing siding locations subject to change based on start/end times and service frequency.