



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

AGENDA

SPECIAL MEETING

1:30pm - 3:30pm

Tuesday, November 5, 2019

**Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95060 (2nd Floor)**

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

1:42pm- CONSENT AGENDA

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

- 5. Approve Minutes from August 13, 2019 – pg.5**
- 6. Receive Transportation Development Act Revenues Report – pg.9**
- 7. Receive RTC Meeting Highlights – pg.11**
- 8. Appointments - None**
- 9. Receive Information Items – pg.13**
 - a. Letter from Commission of Disabilities to County Board of Supervisors Regarding Santa Cruz Metro Board of Directors Membership Criteria, June 12, 2019
 - b. Mark Swobodzinski & Amy Park, "Electronic Opportunities for Visually Impaired Travelers", August 2019
 - c. Josh Cohen, "Seattle's 'microtransit' experiment drives people to light rail. Is it working?," Streets Blog, August 22, 2019
 - d. Tony Nunez, "Plan to revitalize downtown Watsonville is in the works", Register Pajaronian, September 27, 2019
 - e. Carylton Said, "Uber adds public transit to Bay Area app", September 26, 2019

- f. Letter from E&D TAC to County of Santa Cruz Human Services Department, October 3, 2019
- g. Letter from County of Santa Cruz Human Services Department to RTC staff to E&D TAC, October 18, 2019
- h. Santa Cruz Metropolitan Transit District Honors Mobility Coordinator, John Daugherty

10. Accept correspondence from the public – None

11. Pedestrian Hazard Reports – pg.41

REGULAR AGENDA

12. 1:55 pm – Receive Program Updates – pg.43

- a. Volunteer Center
 - i. Volunteer Center Driver Recruitment Ad
 - ii. FY19/20 1st Quarter Report
- b. Community Bridges
- c. Santa Cruz Metro
 - i. Paracruz Operations Status Report for April, May, June 2019
- d. SCCRTC
- e. Special Projects – Intersection Design Ad-hoc committee

13. 2:05pm - Programming Regional Transportation Funds– pg.67

14. 2:25 pm – Lift Line Amended TDA Claim – pg.73

15. 2:35 pm – Santa Cruz Metropolitan Transit District Amended TDA Claim – pg.107

16. 2:45 pm – City of Santa Cruz JUMP Bikes – pg.123

17. 3:00 pm – City of Santa Cruz TDA Claim- Citywide Crosswalk Improvements – pg.125

18. 3:15 pm - Caltrans District 5 Active Transportation Plan – pg.135

19. 3:30 pm – Adjourn

Next meeting: 1:30 pm, December 10, 2019 @ RTC Office, Santa Cruz

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
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Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

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The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

DRAFT MINUTES

Tuesday, August 13, 2019

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

1. Roll call

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

Members present:

Kirk Ance, CTSA – Lift Line

Deborah Benham, 5th District

Lisa Berkowitz, CTSA

John Daugherty, Metro

Veronica Elsea, 3rd. District

Tara Ireland, Social Service Provider – Persons of Limited Means

Clay Kempf, Social Service Provider – Seniors

Caroline Lamb, Potential Transit User

Unexcused absences:

Jon Bailiff, Social Services Provider – Disabled

RTC staff present:

Grace Blakeslee

Joanna Edmonds

Others present:

Jean Brocklebank, Live Oak Resident

Paul Elerick, 2nd. District Resident

Michael Lewis, Seniors Council

2. Introductions

3. Oral communications

Member Deborah Benham announced that she has been participating in Ecology Action's Scotts Valley Active Transportation Plan committee and shared updates about the project.

Chair Veronica Elsea shared that she would like to see a future meeting agenda item regarding JUMP bikes blocking sidewalks.

4. Additions or deletions to consent and regular agendas

None.

CONSENT AGENDA

5. Approved minutes as corrected from June 11, 2019

A motion (Ance/Berkowitz) was made to approve the minutes as corrected from June 11, 2019. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Tara Ireland, and Caroline Lamb voting in favor. Vice Chair John Daugherty abstained from the vote, as he was not present at the June 11, 2019 meeting. Member Clay Kempf was not present for the vote.

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Received Pedestrian Hazard Reports

9. Received Information Items

10. Accepted correspondence from the public – None

A motion (Ireland/Ance) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, and Caroline Lamb voting in favor. Member Clay Kempf was not present for the vote.

REGULAR AGENDA

11. Received Program Updates

a. Volunteer Center – FY 18/19 TDA 3rd. Quarter Report

Member Tara Ireland reported that the Volunteer Center is conducting outreach efforts to recruit more volunteers in Watsonville and the San Lorenzo Valley.

b. Community Bridges – FY 18/19 TDA 2nd Quarter Report

Member Kirk Ance announced that Lift Line is working on their 5310 grant application, which is due on September 6th.

c. Santa Cruz Metro

Vice Chair John Daugherty shared that the Santa Cruz Sentinel recently reported about the status of METRO's labor negotiations. Mr. Daugherty recommended that METRO riders sign up to receive text alerts or contact customer service to be alerted of service impacts.

d. SCCRTC

Grace Blakeslee, Senior Transportation Planner, announced that the San Lorenzo Valley (SLV)/Highway 9 Complete Streets Plan was approved by the RTC at the June 27th meeting. Ms. Blakeslee shared information about the FTA 5310 program grant process, timeline, and available resources.

e. Special Projects - None

No action taken.

Member Clay Kempf arrived at approximately 2:07 pm.

12. Santa Cruz County Community Safety Net Services — CORE Grant Program Funding Tools

Committee members discussed ways the CORE Grant Program Funding Tools could be more inclusive of the needs of seniors and people living with disabilities. Committee members shared ideas about how to include these needs and the best way to share input with the County and City of Santa Cruz.

A motion (Daugherty/Lamb) was made to direct the chair to work with staff to prepare a letter communicating the need for including safety net services for seniors and people living with disabilities in the CORE Grant Program Funding Program and send the letter to the County Department of Human Services, the City of Santa Cruz staff, the County Board of Supervisors, and the Santa Cruz City Council. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Caroline Lamb voting in favor.

13. Pedestrian Planning and Projects

Chair Veronica Elsea shared a list of possible projects related to pedestrian safety and provided a description of the work that had been previously done by the Pedestrian Safety Workgroup. Committee members discussed two possible projects to (1) address the needs of seniors and people with disabilities intersection design and (2) address pedestrian safety concerns with the City of Santa Cruz's JUMP bikeshare program. Member Deborah Benham, vice-chair John Daugherty, chair Veronica Elsea, and member Cara Lamb expressed interest in participating in a temporary, ad-hoc committee focused on addressing the needs of seniors and people with disabilities in intersection design.

A motion (Benham/Lamb) was made to invite City of Santa Cruz Transportation Planner Claire Fliesler to the October E&D TAC meeting to discuss the JUMP bikeshare program and its impact on pedestrian safety. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Caroline Lamb voting in favor.

A motion (Benham/Lamb) was made to establish a temporary, ad-hoc committee of the E&D TAC to address the needs of seniors and people with disabilities in intersection design and to report to the E&D TAC each meeting with updates. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Caroline Lamb voting in favor.

14. Public Participation Plan

Grace Blakeslee, Senior Transportation Planner, provided information about the Public Participation Plan. Committee members discussed strategies that are effective for reaching seniors and people with disabilities. Specific strategies included sending written materials through the mail, and collaborating with agencies such as Grey Bears, Senior Centers, Area Agencies on Aging, and AARP to reach their members and contacts.

A motion (Kempf/Ance) was made to communicate the communication strategies discussed by the E&D TAC to RTC staff. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Caroline Lamb voting in favor.

15. E&D TAC Member Recruitment Outreach Plan

Joanna Edmonds, Transportation Planning Technician, provided a list of outreach actions staff are taking to recruit members. Ms. Edmonds asked the committee to provide feedback about the outreach plan and to share any suggestions they had to improve recruitment strategies. Ms. Blakeslee thanked committee members for their time and commitment to the E&D TAC and reminded them about the transportation cost reimbursement option for their attendance at meetings.

Committee members discussed sharing recruitment flyers with agencies such as the Human Care Alliance and the Volunteer Center, posting the flyers at libraries and coffee shops, posting on NextDoor and social media, making radio PSAs, and making announcements in County board of supervisor meetings.

No action taken.

Meeting adjourned at approximately 3:28 pm.

The next E&D TAC meeting is scheduled for Tuesday, October 8, 2019 at 1:30 p.m. at the RTC Office at 1523 Pacific Ave., Santa Cruz.

Respectfully submitted, Joanna Edmonds, Staff

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

MONTH	FY18 - 19 ACTUAL REVENUE	FY19 - 20 ESTIMATE REVENUE	FY19 - 20 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	908,365	910,174	1,060,892	150,718	16.56%	116.56%
AUGUST	670,376	671,711	645,861	-25,850	-3.85%	107.89%
SEPTEMBER	886,090	887,855	905,653	17,798	2.00%	105.78%
OCTOBER	1,276,595	1,279,137	1,069,443	-209,694	-16.39%	98.21%
NOVEMBER	577,500	578,651	-	-	-	-
DECEMBER	905,920	907,724	-	-	-	-
JANUARY	877,694	879,442	-	-	-	-
FEBRUARY	816,270	817,896	-	-	-	-
MARCH	861,435	863,150	-	-	-	-
APRIL	847,201	848,888	-	-	-	-
MAY	607,386	608,595	-	-	-	-
JUNE	912,189	914,006	-	-	-	-
TOTAL	10,147,019	10,167,228	3,681,849	-67,028	-0.66%	36%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2020\FY2020 TDA Receipts.xlsx\FY2019



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Santa Cruz County Regional Transportation Commission (RTC) September 5, 2019 Meeting Highlights

Programming Process for Regional Transportation Funds

The RTC approved a process for programming regional shares of Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), State Transportation Improvement Program (STIP), Local Partnership Program-formula (LPP-f), Highway Infrastructure Program (HIP), State Transit Assistance (STA), State of Good Repair (SGR), and Measure D Highway Transportation Demand Management (TDM) funds.

The RTC indicated its intent to:

- **STBG/RSTPX:** Make \$350,000 available to non-city/county through a competitive process, and \$200,000 to the Santa Cruz Metropolitan Transit District (METRO), with an approximate \$10 million balance distributed to cities and county on a population formula basis, with a minimum of 5% to each city.
- **STA:** Program \$100,000 per year to Lift Line and balance to METRO for FY19/20 – FY21/22 (estimated around \$2.6 million/year).
- **SB1 State of Good Repair:** Program 100% to METRO for FY19/20 - FY21/22 (estimated around \$374,000/year).
- **STIP/HIP/LPP-f:** Program funds to Hwy 1 Aux/Bus on Shoulders and the Chanticleer Bike and Pedestrian Overcrossing regional projects.
- **Measure D:** Work with Transportation Demand Management (TDM)/Ride Amigos workgroup to recommend process or uses of \$100,000 for programs aimed at reducing vehicle miles traveled.

FY19-20 State of Good Repair (SGR) PUC Section 99313 & 99314 Project List

The RTC approved programming 15% in unprogrammed SGR population-based formula funds (PUC 99313) in the amount of \$56,137 to METRO for replacement transit vehicles.

Potential Rail Vehicle Demonstration

The RTC received a presentation on a battery and hydrogen fuel cell rail vehicle for a potential rail vehicle demonstration on the RTC rail property.

Ad-Hoc Committee for Alternative Analysis for High Capacity Public Transit

The RTC adopted the RTC Chair's appointments to an ad-hoc committee with representatives from METRO and RTC for the alternatives analysis to oversee key milestones of the project prior to soliciting input from the entire METRO and RTC boards.



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CONTACTS: Shannon Munz, Communications Specialist (smunz@sccrtc.org)
Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director

Santa Cruz County Regional Transportation Commission (RTC) October 3, 2019 Meeting Highlights

FY2019-20 Transportation Development Act

The RTC approved a claim in the amount of \$1,382,976 for Transportation Development Act funds for administration and planning services in FY2019-20 for the RTC.

Section 5310 Grant Applications

The RTC approved submittal of Santa Cruz County grant applications for Federal Transit Administration Section 5310 Program to the Statewide Review Committee. Section 5310 funding provides funding for specialized transportation in Santa Cruz County serving Santa Cruz County's seniors and people living with disabilities.

Alternative Analysis for High Capacity Public Transit on the Rail Right-of-Way—Consultant Contract

The RTC adopted a resolution authorizing the Executive Director to negotiate and enter into an agreement with HDR Engineering Inc for professional consulting services to perform an Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way. The Alternatives Analysis will evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. Transit alternatives will be compared to determine a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of the triple bottom line of equity, environment and economy.



Santa Cruz County Commission on Disabilities

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August 8, 2019

Board of Supervisors
County of Santa Cruz
701 Ocean Street, Room 500
Santa Cruz, CA 95060



RE: Recent Decision Regarding Santa Cruz Metro Transit District (SCMTD) Board
of Directors Membership Criteria

Dear Chair Coonerty and Members of the Board,

The purpose of this letter is to express our concern regarding your recent decision to revise SCMTD Board membership criteria, and the potential impact this decision may have on Santa Cruz County residents with disabilities who use the Metro system as their primary means of transportation.

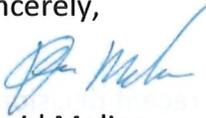
Since 1995, County policy has required that the SCMTD Board of Directors have at least one Board member who lives with a disability and uses public transportation as their primary means of transportation. This requirement ensured that at least one decision-making voice on the Board would be someone who experiences the impact of those decisions daily.

On February 26, 2019, your Board expanded the criteria for this seat to include the following option: *"...and/or a person who has extensive experience and knowledge in planning, building and operating accessible transportation infrastructure and services for disabled riders."* The implication is that someone who designs and plans services for people with disabilities has the same or equally valuable knowledge and perspective as a person living with a disability. We respectfully disagree. While we see the value of giving a person with this type of planning and design experience a voice on the Board, we do not believe that they can replace the perspective and experience of someone living with a disability and primarily using public transportation.

Given the number of vacancies in our own Commission, we understand the difficulty in filling vacancies with criteria related to disability. In order to ensure that there remains at least one person on the Board with a disability and who primarily uses public transportation, we would like to offer our assistance in filling the next vacated seat on the SCMTD Board of Directors. Even if the seat vacated does not require it, we believe it would be beneficial to prioritize that criteria when considering candidates for the appointment, and we will lend our efforts to reach out to our community to find suitable applicants.

We would also like to offer our perspective and insight on any future matters that come before your Board with potential implications for persons with disabilities. Your Board has always been tremendously supportive of our efforts to expand awareness and enhance opportunity for our community. Going forward, we hope to reciprocate that support by becoming a more active resource in your consideration of matters concerning people with disabilities. We welcome the opportunity to comment on such matters so that our perspective can be included in your consideration. It is our hope that we can establish more vital, open communication between our Commission and your Board, so that we may both better serve the interests of people with disabilities in Santa Cruz County.

Sincerely,



David Molina

Commission Vice Chair

On behalf of the Santa Cruz County Commission on Disabilities

cc: Santa Cruz Metro Transit District Board of Directors

Electronic Wayfinding for Visually Impaired Travelers: Limitations and Opportunities

Martin Swobodzinski, Ph.D., Amy T. Parker, EdD, COMS

It's 2019, and with the explosion of mobile technology that has affected all other areas of life, it would seem to be a golden age for people living with visual impairments. Like never before in history, blind, deaf-blind, and low-vision individuals can access a plethora of mobile apps offering a range of services to aid in navigation and wayfinding. But the words "explosion" and "plethora" hint at an underlying problem: there are so many different apps, each one addressing only a segment of their mobility needs.

New research led by Martin Swobodzinski and Amy Parker of Portland State University seeks to provide pathways to improving the quality of life of people who experience disproportionate impediments to their mobility, through inclusive pedestrian navigation in an urban environment. Funded by a "Small Starts" grant from the National Institute for Transportation and Communities, their final report offers an overview of existing mobile wayfinding technology as well as insights from focus groups: some with blind, deafblind, and visually-impaired participants, others with professional Orientation and Mobility instructors.

ONE APP TO SERVE THEM ALL

One of the biggest takeaways from the focus groups was the idea that many users would prefer **integration, rather than proliferation**, in mobile wayfinding apps.

"I wish that all the apps [...] would honestly do a think tank [...] and come up with this app that combines each of their features into this collaborative, cohesive thing that will work for the blind community," one visually impaired participant said.

As many navigation apps have downfalls, it appears that **blind travelers use multiple sources as a means of navigation**. Several apps were identified as being used simultaneously for different aspects of the journey (for example, BlindSquare used for intersection navigation in combination with Apple or Google maps for wayfinding).

Switching between the different apps, relying on auditory and haptic feedback, adds an element of stress and confusion. Meanwhile, running these competing applications is using up the smartphone's battery, which could leave a user stranded without assistance.

From a user experience perspective, it appears that some app developers have not actually tried their own apps without the aid of sight. One participant suggested app developers get a "sleep shade, and wear that while traveling. Because then they could get a full understanding what it is like with the anxiety and the stress."

CURRENT STATE OF TECHNOLOGY

The research team led by Swobodzinski and Parker created an annotated inventory of existing smartphone-based electronic travel aid technology—listing all the apps, the functions they serve, and their price tags. Some of the higher priced apps come with a monthly service plan, with sighted help available at the touch of a button; others rely on artificial intelligence to interpret visual data and provide information.

The landscape of mobile wayfinding apps is characterized by fragmentation, and leaves room for improvement across the complete trip in several areas:

- An artificial separation between indoor and outdoor travel prevails. Focus group participants indicated a

need for turn-by-turn, indoor/outdoor navigation that makes the journey and transitions between indoor and outdoor spaces as seamless as possible.

- Deaf-blind participants specifically elaborated on interface-related shortcomings of the wayfinding apps that they have access to.
- Several participants noted that an app that identifies streets or landmarks as they are passing by while on public transportation would be helpful.
- Many of the existing apps work best in an urban environment; they should be developed to be equally useful in rural and suburban areas.
- Further suggestions for improvements as identified by the focus groups are the addition of turn-by-turn navigation, notification of road closures or obstacles in the path, and clearer descriptions of intersections.

NEXT STEPS

In the latest round of NITC funding, Swobodzinski and Parker received a grant to continue this work in a larger capacity. Their next project, Seamless Wayfinding by Individuals with Functional Disability in Indoor and Outdoor Spaces: An Investigation into Lived Experiences, Data Needs, and Technology Requirements, will employ

a mixed-method design to develop a saliency feature inventory for supporting effective wayfinding design for individuals with visual impairments, blindness, and deafblindness. This project promises to drive forward the development of standards and innovation in mobile wayfinding. Further, it stands to provide planners, designers, educators, researchers, practitioners and community members a working inclusive model to evaluate and scale on campuses and in communities.

This research was funded by the National Institute for Transportation and Communities, with additional support from Portland State University.

ABOUT THE AUTHORS

The research team consisted of Martin Swobodzinski and Amy Parker of Portland State University.

THE FULL REPORT and ONLINE RESOURCES

For more details about the study **A Comprehensive Examination of Electronic Wayfinding Technology for Visually Impaired Travelers in an Urban Environment**, download the full report at

<https://nitc.trec.pdx.edu/research/project/1177>

Photo by diego_cervo on istock.

The National Institute for Transportation and Communities (NITC) is one of seven U.S. Department of Transportation national university transportation centers. NITC is a program of the Transportation Research and Education Center (TREC) at Portland State University. This PSU-led research partnership also includes the University of Oregon, Oregon Institute of Technology, University of Utah and new partners University of Arizona and University of Texas at Arlington.

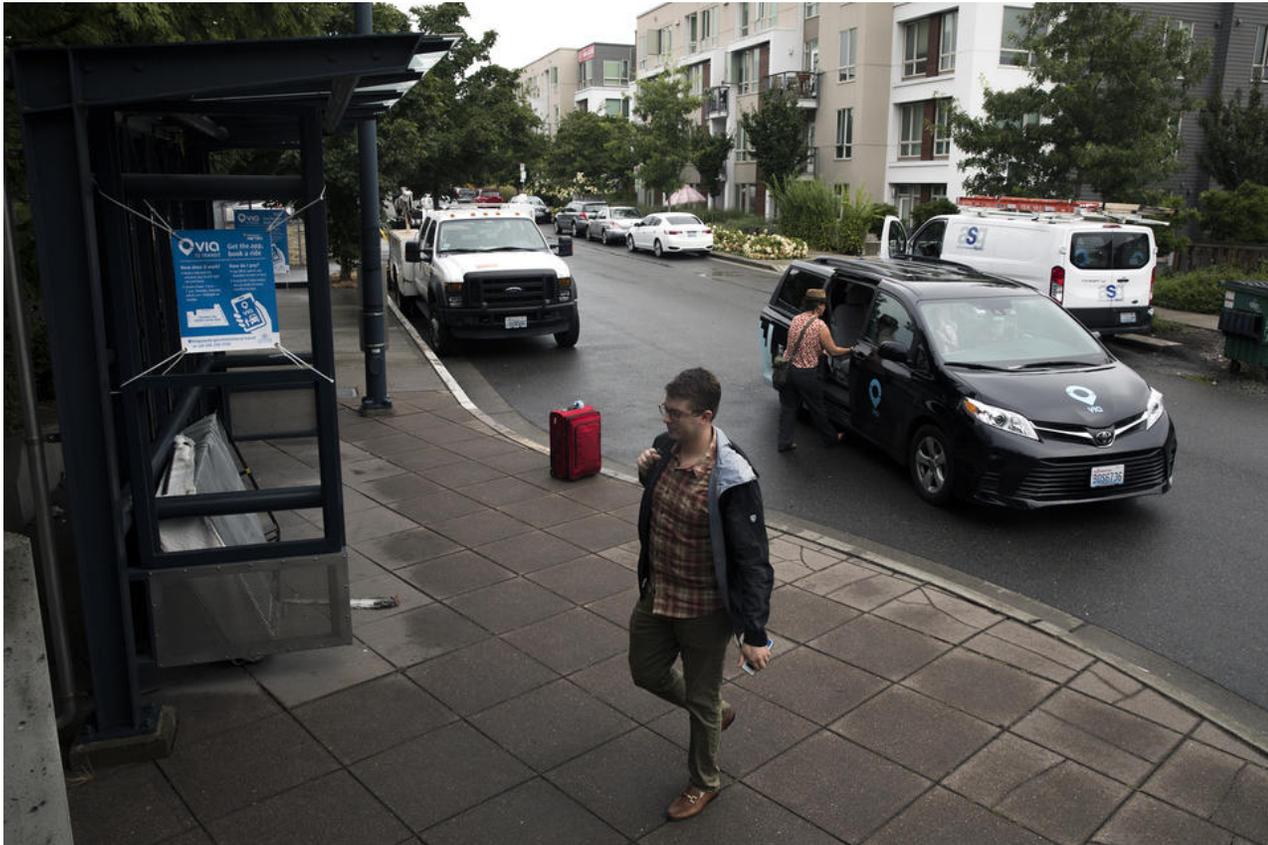


GROWTH (/GROWTH-0)

Seattle's 'microtransit' experiment drives people to light rail. Is it working?

Four months in, ridership on the \$3.2M Via service is reportedly exceeding expectations.

by Josh Cohen (/author/josh-cohen) / August 22, 2019



Via to Transit riders exit a vehicle near Link Light Rail's Columbia City station in Seattle's Rainier Valley, Aug. 21, 2019. (Photo by Matt M. McKnight/Crosscut)

If you've ridden light rail in the Rainier Valley in the past few months you've no doubt seen them: black vans with a blue Seattle skyline painted on the sides.

Called [Via to Transit](https://www.kingcounty.gov/depts/transportation/metro/programs-projects/innovation-technology/innovative-mobility/on-demand/via-to-transit.aspx)

(<https://www.kingcounty.gov/depts/transportation/metro/programs-projects/innovation-technology/innovative-mobility/on-demand/via-to-transit.aspx>), the vans look like they could be an Uber spinoff. In fact, passengers dial up the rides through an app similar to any ride hailing

service. But as the King County Metro Transit logo emblazoned on the door indicates, the vans are part of a county-run experiment with on-demand “microtransit.”

Launched in April, the service connects transit riders with light rail and bus lines. Southeast Seattle has little east-west bus service, which makes it difficult for people to reach the north-south-running light rail line by bus.

“We’re making it easier for people to access light rail and our buses,” said Casey Gifford, Metro’s Via project manager. “It is also about broadening access to [ride hailing] for populations that haven’t generally been able to access them.”

Via is a private company contracted by Metro to provide the vans, drivers and technology. The \$3.2 million, year-long operation is funded by \$2.7 million from Seattle’s transportation benefits district levy, a \$350,000 Federal Transit Administration grant and \$100,000 each from Metro and Sound Transit. Four months into the pilot project, Metro has collected enough data to get a sense of whether the subsidized rideshare is working.

It’s far too early for the agency to declare victory, but so far, the service has exceeded Metro’s daily ridership goals and served up more than 70,000 total rides.

Via users order a ride through the app or by calling a service center at 206-258-7739. Users connect with a driver and are usually directed to walk a few blocks for pickup. All rides on Via have the potential to be shared rides, similar to UberPool or Lyft Shared, so the app tries to route the driver on the straightest line between pickups and final destinations.

Rides cost the same as taking the bus: \$2.75 for adults, \$1.50 for low-income riders with ORCA Lift cards. Rides are paid for with ORCA cards or the Transit GO Ticket app. Users can also preload ORCA cards in advance with cash — an effort to increase access for people without smartphones and banks — but the drivers cannot accept cash. Via has 18 vans in its fleet, some of which are wheelchair accessible.

The service is available in the Rainier Valley in neighborhoods surrounding the Mount Baker, Columbia City, Othello and Rainier Beach rail stations, as well as in Tukwila near the Tukwila International Boulevard station. To keep the trips short, rides must take place within a relatively small service area; the Columbia City service area for example is about 2 square miles stretching between Beacon Hill, Lake Washington and Dakota and Orcas streets.

So, are people taking advantage of an opportunity for low-cost ride hailing? More than expected, said Metro's Gifford. According to her, the goal was to average 525 rides per day. Instead Via averages 770 rides a day, with 1,000 rides on the busiest days.

That puts Via's ridership on par with bus routes designed to ensure an area has at least some transit coverage. The 121 route from Burien to downtown Seattle averages 900 rides a day, in the ballpark with Via's initial ridership.

About 30 percent of Via's ridership so far has been reduced-fare rides. Gifford could not provide data about the number of rides that have been carpool rides versus solo rides. Just over 200 wheelchair users have taken Via rides.

According to Metro, Via's cost per ride to the operator is about \$10. Compared to Metro's systemwide cost per boarding of \$4.92, that's expensive. But high ridership bus routes have a lower cost per boarding than low ridership routes, meaning Via's costs are not wildly out of line with costs associated with low-rider routes.

Metro's Gifford explained that unlike Uber and Lyft drivers who are paid per ride, Via drivers are paid an hourly wage. The agency's contract with Via stipulates a base wage of \$15 an hour, with a higher rate paid at rush hour and for driving wheelchair users. Via driver wages are lower than the union Metro driver scale.

"Is this cost reasonable mostly because we're relying on lower-wage labor?" asked Katie Wilson, general secretary of the Transit Riders Union (<https://transitriders.org/>), an advocacy group. "So it's a question of how far do we want to go down that road."

Providing people better access to transit is the goal of the program and one end of the trip must be to or from the light rail station within the service area. People could theoretically use Via to get to the grocery store, a friend's house or to work, if it was close to the light rail station, however.

That doesn't appear to be happening much. Gifford said ORCA card data shows more than 90 percent of Via riders transfer to and from light rail. Metro is just beginning to conduct rider surveys to find out whether Via is creating new transit riders, whether people are replacing car trips to the light rail station or simply giving up and replacing slower bus rides.

Hester Serebrin, policy director with the advocacy nonprofit Transportation Choices Coalition (<https://transportationchoices.org/>), said she's excited about the data Metro might glean from Via showing where and when people need better transportation, but hopes that contracted, on-demand van service isn't a permanent fixture.

"We see this as an interim solution," Serebrin said. "But fixed-route, publicly owned transit is the ultimate solution. We want to be able to expand King County Metro service and make sure their buses are reliable, fast, affordable."

Ben Fried, communications director at the New York-based transportation research nonprofit TransitCenter, similarly thinks a service like Via can't be a replacement for good bus service, but can potentially be a substitute for something like Access paratransit — Metro's on-demand service for people with mental or physical disabilities who can't otherwise ride transit.

"A good way of thinking about microtransit is it can be a slightly more efficient paratransit-type service," he explained. "But it can't be a substitute for fixed-route service. It just doesn't scale up the way a bus does."

Metro operates two similar programs: one to connect people on the Eastside to the Eastgate Park and Ride and another to connect West Seattleites from the California-Alaska Junction to the Alki water taxi. Via also operates in New York, Los Angeles, Chicago and elsewhere. Some places, such as Pinellas County, Florida, offer residents subsidized Uber and Lyft rides to connect to bus stops.

Kansas City ran a famously unsuccessful pilot project (<https://usa.streetsblog.org/2018/06/26/the-story-of-micro-transit-is-consistent-dismal-failure/>) in partnership with the now-defunct microtransit service Bridj. Over the course of the yearlong, \$1.5 million pilot, people took just 1,480 rides. That means the city subsidized the service to the tune of \$1,000 per ride.

Fried doesn't see Via boosting light rail ridership. Microtransit, he said, can complement public transit in situations where people might not be able otherwise to get to a train station. But it is not a comprehensive solution to the "last-mile problem."

"It would be a mistake for transit agencies and cities to rely on this kind of last-mile connection to the exclusion of making better walking and biking connections to transit hubs," he said. "Those are also very low-cost ways to make it easier to connect to transit."

Gifford said she sees a place for Via-type services in the agency's future.

"Metro's becoming a mobility agency," she said. "It means that we're trying to do what we do best, which is providing really great high-capacity fixed route transit and working with communities to complement that fixed route service with a range of other options that fit that community."

Gifford said it will be evaluated by a number of metrics to decide whether it's worth continuing past the first year or expanding.

"We'll look at ridership surveys, feedback, focus groups," Gifford said. "We'll look at whether it's changing people's travel behavior, who's benefiting ... how we are achieving equity and accessibility for these populations."

The Via pilot project will run through mid-April of next year. The agency will decide in early 2020 if it will continue as a permanent program.

Correction: This story has been updated to clarify that one end of a Via trip must be to or from a light rail station. A previous version of the story said trips could be to and from anywhere in the service area.

Plan to revitalize Watsonville's downtown in the works



A who's who of city leaders, law enforcement officials, community program directors, downtown business owners, developers and housing advocates convened for the public meeting — the first of several planned for the committee over the next two years — at the Watsonville Civic Plaza, hoping to tackle a multitude of issues in the city's sleepy central corridor. — Tony Nuñez/The Pajaronian

By: TONY NUÑEZ - Updated: 18 hours ago

Posted Sep 26, 2019

WATSONVILLE—A two-year process to create a plan of action for Watsonville's downtown got underway Wednesday.

A who's who of city leaders, law enforcement officials, community program directors, downtown business owners, developers and housing advocates convened for the public meeting — the first of several planned for the committee over the

next two years — at the Civic Plaza, hoping to tackle a multitude of issues in the city's sleepy central corridor.

The plan, called the Downtown Specific Plan, will serve as a blueprint for the future of downtown by setting guidelines for housing, parking, economic development and the look and layout of streets and public spaces, among other things.

Raimi + Associates, an architecture and planning firm based in Berkeley, will lead the committee through the process, which is expected to cost the City roughly \$800,000, according to City Manager Matt Huffaker.

Huffaker said the majority of that cost will be covered by grants such as the Caltrans Sustainable Communities Planning Grant — a \$416,771 endowment the City applied for earlier this week.

The committee is expected to meet every other month. Every meeting is open to the public.

The committee will not vote on any items. Instead, it will give Raimi + Associates feedback that the firm will use to design the plan, which will also serve as a minor update to the City's 2005 General Plan and as a companion piece to the forthcoming Complete Streets Plan that will focus on making Watsonville friendlier to pedestrians, bicyclist and public transportation.

As an introduction, each committee member highlighted two issues or goals they would like the plan to address. Traffic safety on Main Street was a recurring topic throughout the two-hour meeting.

Huffaker said city staff had a 'heat map' that showed the downtown corridor is "by far" the most unsafe area in the city when it comes to speed of traffic.

Watsonville Police Chief David Honda said officers have stepped up enforcement and written dozens of tickets over the past few months, but the problem has persisted.

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"We can do enforcement all day long but I don't think it's going to bring the change that we need," Honda said.

Many committee members said the speed of traffic was not only a problem for public safety, but a detractor to economic growth in the downtown area.

William Ow, of Ow Properties, said commercial real estate in the corridor has traditionally had the lowest price per square foot in the entire Santa Cruz County.

"We're literally almost bribing people to stay in downtown," Ow said. "It shouldn't be that way."

Committee members said the potential of downtown has not been realized because there has not been a unified effort to find an identity, something the plan hopes to create.

Neva Hansen, of Pacific Coast Development, said that identity should showcase what the entire Pajaro Valley — Watsonville, Freedom, Corralitos, Pajaro and Las Lomas — has to offer.

Other committee members said the plan should also aim to keep Watsonville's character intact, and not try to become carbon copies of other downtowns.

"We're never going to be Santa Cruz and I don't want to be," said Community Action Board Executive Director Maria Elena De La Garza. "Watsonville is very different. The question we should be asking is, who are we?"

Uber adds public transit to Bay Area app

Carolyn Said

Sep. 26, 2019 | Updated: Sep. 26, 2019 6:03 p.m.



Starting Thursday, Uber riders in the Bay Area will be able to select and option to see several public transit options for their route.

Photo: Noah Berger / Special to The Chronicle

Bay Area riders will see buses, BART, trains, shuttles and ferries listed as ways to get around in the Uber ride-hailing app starting Thursday.

Riders who select “Transit” instead of UberX or UberPool will see three public transit options for their route, including how long transit will take, how much it will cost, walking directions to the stop, transfer information, and real-time arrival and departure information.

It’s part of Uber’s move toward being a one-stop shop for transportation that also includes offering e-bikes and e-scooters, not to mention helicopter rides from Manhattan to JFK Airport.

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But it goes even further than transportation.

“We want to be the operating system for your everyday life — anywhere you want to go, anywhere, anytime, anyhow, Uber wants to be there with you,” CEO Dara Khosrowshahi said at a media event in San Francisco on Thursday. “Think of (the app) as a one-click gateway to everything Uber can offer you.”

Toward that end, Uber announced a grab bag of incremental changes.

It will fold in Uber Eats to its ride app and will add filters for people with food allergies or dietary restrictions. Next month, it will stop automatically including straws and utensils to reduce plastic waste, a goal the city of San Francisco has been emphasizing.



Uber CEO Dara Khosrowshahi leads a news event announcing new products and services on the company's app.

Photo: Lea Suzuki / The Chronicle

It will expand its Uber Rewards redeemable points, and offer an Uber Pass plan for various savings.

Security issues have long dogged Uber and other ride-hailing services, such as instances of sexual assault, theft and unsafe driving. Riders soon will be able to report safety concerns to Uber during a trip, or text 911 in locales that support that technology (there's already a button to dial 911). A new four-digit PIN will help riders to verify they're getting into the right car. Uber said it's enhancing a "selfie check" feature to make sure drivers don't fraudulently use other people's identities.

For drivers, a new earning estimator will help predict what they will make. Uber is also adding a Demand Heatmap and a Back to Busy Area filter to help drivers find riders.

For Bay Area residents, the public transit option will be the most visible new initiative.

Uber already shows public transportation routes in five cities under a program that started this year. This week it's adding Mexico City and Paris, as well as the Bay Area. By year end, it will show public transit options in 15 regions.

"We're trying to provide riders with all their options in one place at their fingertips so they can make the best decision about how to get to their destination," said David Reich, Uber head of transit, in an interview. "Our goal is to be the Amazon for transportation. Transit is the backbone of how people move around their cities."

In many cases, Muni, BART, Caltrain, AC Transit, etc. could be cheaper than taking Uber, he acknowledges.

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“Putting it front and center that transit might be a better option in this situation is a big deal for us and we think will be a big deal for our riders,” Reich said. “This is a big shift in strategy for Uber.”

The ride-hailing company doesn’t make any money by providing transit information but benefits by building a closer relationship with customers, he said.

Uber joined forces with Israel’s Moovit, an “intelligent local transit app,” for the ride data. Moovit, which claims 500 million users in 3,000 cities worldwide, partners with local transit agencies to help its users get accurate transit directions and also uses crowd-sourced data on real-time arrivals and departures.

Uber rival Lyft on Tuesday said in a blog post that it is boosting its display of real-time public transit in its app to help users “make smarter decisions to get from A to B.”

Lyft has transit data in Boston, Chicago, Washington, D.C., Denver, Los Angeles, New York and Seattle, which account for 80% of U.S. transit trips. It didn’t say when it will add San Francisco.

“The changes we’re making today will unlock better transportation solutions — whether that’s a trip on public transit, a bike ride or a shared Lyft — for people in cities around the country,” said John Zimmer, Lyft co-founder and president.

Uber and Lyft have sometimes been criticized as hurting public transit by siphoning away passengers, potentially leaving cities with a two-tiered system — ride-hailing for the more well-heeled and buses for everyone else. San Francisco traffic officials berate the companies for increasing traffic congestion. A November ballot initiative in San Francisco — which both Uber and Lyft support — seeks to levy a tax on the companies’ rides to raise money for transportation needs.

Both companies say they see themselves as complementing public transit, and note that many rides begin or end at transit stations. Both sometimes partner with cities to supplement public transit with late-night service, paratransit rides, and extra capacity in sparsely populated areas.

Uber's Transit feature has been live in Denver, Boston, London, Sydney and Chicago for several months. About 500,000 riders have used the transit options in those cities.

In Denver, users can buy train and bus tickets via the Uber app. Uber said it's sold 12,000 tickets since spring, and that 55% of riders who bought tickets with it did so again within a month.

Uber hopes to bring ticket purchasing to more cities, including the Bay Area, but wants to address all the complexities first. It has 59 separate Bay Area transit agencies listed on the app, from AC Transit to WestCAT (Western Contra Costa Transit Authority).

"Having ticketing as part of our transit offering is a real advantage for our riders and something we're looking to do more of in the future," Reich said.

Carolyn Said is a San Francisco Chronicle staff writer. Email: csaid@sfnchronicle.com Twitter: [@csaid](https://twitter.com/csaid)



October 3, 2019

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

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

Dear Ms. Timberlake,

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

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

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

1. Health and Wellness:

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

2. Life Learning and Education

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

3. Economic Security and Social Mobility

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

4. Community Connectedness

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

5. Healthy Environments

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

6. Stable Affordable Housing and Shelter

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica Elsa".

Veronica Elsa
E&D TAC Chair

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

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County of Santa Cruz

HUMAN SERVICES DEPARTMENT

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

October 18, 2019

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

Good afternoon Joanna,

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

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

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

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

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

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

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

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

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

Thank you for your thoughtful recommendations.

Regards,



Ellen Timberlake
Director, Human Services Department
County of Santa Cruz

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



Santa Cruz METRO Transit District



- 1 hr · 🌐

We're very proud to honor Mobility Coordinator John Daugherty on his 30th Anniversary with METRO.

John has helped shaped METRO into a leader in accessible public transportation through his work.

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Debbie Guerrero Congratulations John!

1h



Maria Hernandez Congratulations John!

1h

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
09/18/19	214 Miramar Drive	West Ave	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	This vehicle has been blocking the sidewalk for weeks. Wheelchair users are forced into the street.	Jim Burr, Claire Fleisler	09/118/19	9/26/19 Jim Burr: Richard, With this email, Parking Enforcement will respond. 9/26/19 Ted Connelly (City of SC): Thanks I will send someone out to the area. Ted
09/29/19	2850 Commercial Crossing	Commercial Way	Santa Cruz	Ped: Lighting problem	Street light is out at the corner of Commercial Crossing and Commercial Way. It's a big safety concern for employees walking early morning and at night to their job site at 2850 Commercial Crossing with many homeless people outside at night and early mornings	DPW	08/29/19	8/29/2019 Dorothy Morgan: Good Afternoon Willy Gonzales, Thank you for advising us about the street light at 2850 Commercial Crossing, Santa Cruz. I am including our Program Admin, Misty Scott, who handles these maintenance issues. However, she is out of the office until Tuesday, Sept. 3rd. She can address this issue when she returns. 09/3/19 Misty Scott: Good morning Mr. Gonzales, I have submitted a request to PG&E on your behalf with your information to PG&E's public webpage; https://www.pge.com/en_US/residential/customer-service/home-services/street-light-outages/report-multiple-light-outages/report-multiple-light-outages.page . I have submitted this request with the information that you supplied to S.C.C.R.T.C. The reason I submitted this with your information is that if DPW reports this request, PG&E will email us back instead of you with the status of the repair. We do not track and report back to the reporting party. In the future you may submit this type of request to report outages directly to the PG&E's webpage.
08/26/19	26th Ave.	Between Portola Dr and E Cliff Dr	Pleasure Point	Ped: Bikeway not clearly marked, Lack of sidewalk, Other	26th Avenue is heavily used by pedestrians, bikes and vehicles. Vehicles travel well over the speed limit, since there is no traffic calming. Large County-owned vehicles traveling at high speeds. Sidewalks are needed at least on one side for kids/strollers/elderly. Removing the road centerline would calm traffic without the use of speed bumps.	DPW	08/26/19	8/26/19 Jana Vargas: Good afternoon William, We are in receipt of your e-mail regarding hazardous road conditions for bicyclists and pedestrians on 26th Ave. I will forward your concerns to our Traffic Division review and response. Thank you,
08/13/19	Vienna Dr	Soquel	Aptos	Ped: Vehicles or objects blocking sidewalk, Debris on sidewalk	someone has dumped a large tree over the very narrow walkway on Vienna Drive in Aptos. This walkway is used by Cabrillo students walking down from the Vienna Woods neighborhood. It is located about 3/4 of the way up Vienna from Soquel Drive. Pedestrians must walk into the street (also very narrow) to get around it. Also it will soon be dried out and a fire hazard. Please help remove it. The area abuts to creek so I don't think there is a "property owner" Thank you.	DPW	08/22/19	
08/09/19	Graham Hill Rd	Treetop Dr	Santa Cruz	Ped: Lighting problem, Plant overgrowth or interference, Traffic signal problem, Lack of sidewalk, Other	Pedestrian Crosswalk at Treetop Dr & Graham Hill Rd. This crosswalk is exceptionally dangerous: it lacks adequate (advance) signage, signalling and/or safety lighting, and it connects only to "shoulder" and vegetation (poison-oak-filled strip) before the HC South Boundary pull-out. Drivers are accelerating after the light on Sims, or have not decelerated at all if the light is green. Drivers routinely ignore pedestrians waiting to cross from the Treetop/neighborhood side. Almost every neighbor I know who crosses there to access the park has had a dangerous near collision there, bike and pedestrians alike. The current signage of this crosswalk is yellow school crossing signs, except that this crosswalk is hardly ever used as a school crossing. There are no flashing lights to amplify the signage and to further draw attention to crossing. There are no signs encouraging drivers to decelerate and slow for pedestrians. Pedestrians and bikers either have to wait and wait for willing drivers to observe traffic rules and allow them to cross, and there are frequent near collisions when other drivers carry on through and do not respect crosswalk users. Pedestrians and bike traffic also do not cross to safety here, but instead cross over to the very narrow "shoulder", and have to navigate through vegetation to get to GH pullout, or either walk down further towards the EV gate-access to Pipeline Rd, or uproad towards HC pullout entrance. There is also no safe way to walk all the way down the Treetop-side of GH Rd to cross at the traffic light at Sims Rd. On 8/4, I was nearly run over in the crosswalk by a driver going at least 70mph who overtook the idling truck who was allowing me to cross. The dangerous driver drove	DPW	08/09/19	8/12/19 Susan Leland: Good morning, Joanna and Diana: We are in receipt of your e-mail regarding the crosswalk at Treetop Drive and Graham Hill Road. I will forward your message to our traffic engineers and Roads crew (831-477-3999) for review and response. Thank you for letting us know.

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
07/15/19	115c Coral St	Hwy 9	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Debris on sidewalk, Lack of wheelchair access		Jim Burr, Claire Fleisler	07/15/19	
07/01/19	Hwy 236	East Hilton	Boulder Creek	Ped: Lighting problem, Traffic signal problem	Crosswalk at Hwy 236 and East Hilton Drive, Boulder Creek. This crosswalk is extremely dangerous for pedestrians. There is no stop sign or flashing/talking pedestrian signage. This location is right by where both Metro and school busses stop. I use this crosswalk almost daily to access the bus stops on either side of Hwy 236, and as a person who is blind and often traveling with my 2 small children, I end up waiting for long periods of time to cross the street while cars go by not stopping or noticing that anyone is waiting to cross. There is currently no flashing pedestrian beacon. A group of neighbors have already come together to share concern for this location, as there have been several "near misses" with kids using this location to board and de-board the school bus. I am requesting that an audible flashing pedestrian beacon be installed here. If you have any questions, please contact me at 831-741-6000 or niconak@gmail.com Thank you, Nicon Keesaw	Nancy Cross, Caltrans	07/01/19	
06/23/19	Hwy 9	Between Russell and Graham Hill	Felton	Ped: Bikeway not clearly marked, Lack of sidewalk, Other	Downtown Felton, Highway 9 corridor from traffic light south to about the Quick Stop Market. I'm concerned about the number of drivers I see swerving right to pass on the shoulder, specifically in downtown Felton. Friday afternoon I witnessed a motorist do this and almost hit someone in the crosswalk in front of WildRoots Market. It has become common practice for motorists driving through Felton to swerve right onto the shoulder. Its particularly hazardous when several cars in a row do this. I see motorists doing this in both directions, frequently taking all four wheels over the right hand road edge stripe.	Nancy Cross, Caltrans	06/24/19	
05/05/19	524 Ocean View Avenue	Between Soquel and Broadway	Santa Cruz	Ped: Plant overgrowth or interference	This is not a minor problem, nor is it urgent. Somewhere in between, because these flowers attract bees and pedestrians must take care not to inadvertently brush against them. We walk on this sidewalk at least three times a week.	Jim Burr, Claire Fleisler	05/06/19	
04/19/19	Seabright	Effey	Santa Cruz	Ped: Other	Drainage problem at this intersection. How does an un sighted person negotiate standing water in intersections? This picture was taken on April 15 about 1 pm.	Jim Burr, Claire Fleisler	04/22/19	

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Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Vale</u>	<u>Watsonville</u>	Q1 2019-2020 <u>Totals</u>	Q1 2018-2019 <u>Totals</u>
Volunteers	36	7	8	51	53
Unduplicated Clients	87	19	21	127	151
Total Rides	558	281	189	1028	1284
Ride Requets unable to fill	17	9	5	31	48
Unfilled requests referred other agencies	8	5	4	17	21
Requests cancelled by client	69	6	3	78	87
<u>Trip destinations</u>					
Physician	114	87	38	239	379
Shopping & bank	208	29	26	263	244
Stroke Center	0	0	0	0	0
Hospitals and therapy	0	0	0	0	12
Convelescent homes	0	0	0	0	0
Low Vision Center	0	0	0	0	0
Clinishare Dialysis		0	0	0	0
Other	26	6	24	56	28
Total	348	122	88	558	663
<u>Avg ride length (YTD)</u>	24				
<u>Total Miles driven (YTD)</u>	22,162				
<u>Total Reimbursement (YTD)</u>	\$182				



DATE: August 23, 2019
TO: Board of Directors
FROM: Daniel L. Zaragoza, Operations Manager, Paratransit Division
SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR APRIL, MAY AND JUNE 2019

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for April, May and June 2019

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz:
Comparing the monthly statistics of FY18 to the monthly statistics of FY19:
 - In April, the number of ParaCruz rides increased by 171
 - In May, the number of ParaCruz rides decreased by 11
 - In June, the number of ParaCruz rides increased by 336
- Summary of monthly operational information about ParaCruz:
 - April number of total ParaCruz rides: 6,488
 - May number of total ParaCruz rides: 6,398
 - June number of total ParaCruz rides: 5,774

III. DISCUSSION/BACKGROUND

Comparing March 2019 statistics to April 2019, ParaCruz rides increased by 16. Comparing April 2019 statistics to May 2019, ParaCruz rides decreased by 90. Comparing May 2019 statistics to June 2019, rides decreased by 624.

ParaCruz is currently funded for 30 Paratransit Operators. None of these positions are vacant; four new Operators have been hired and are currently in training.

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

IV. COORDINATION

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. ATTACHMENTS

Attachment A: ParaCruz On-time Performance Charts for April, May and June 2019

Attachment B: Comparative Operating Statistics Tables for April, May and June 2019

Attachment C: Number of Rides Comparison Chart

Attachment D: Total Ride vs. Shared Ride Chart

Attachment E: Annual Miles Comparison Chart

Attachment F: Monthly Assessments

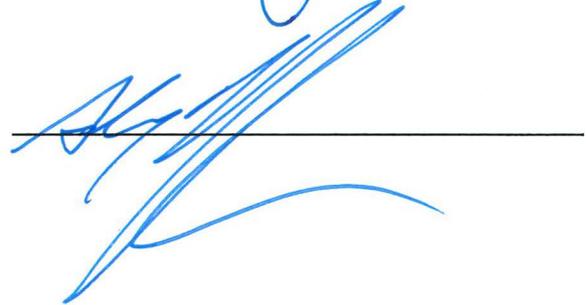
Prepared by: Daniel Zaragoza, Operations Manager, Paratransit Division

VII. APPROVALS

Daniel Zaragoza, Operations Manager,
Paratransit Division



Alex Clifford, CEO/General Manager



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ParaCruz On-time Performance Report for April 2019.

	April 2018	April 2019
Total pick ups	6,317	6488
Percent in “ready window” *	86.81%	86.47%
1 to 5 minutes late	5.35%	4.64%
6 to 10 minutes late	3.13%	3.45%
11 to 15 minutes late	1.88%	1.91%
16 to 20 minutes late	1.41%	1.43%
21 to 25 minutes late	.62%	.80%
26 to 30 minutes late	.38%	.51%
31 to 35 minutes late	.17%	.40%
36 to 40 minutes late	.16%	.12%
41 or more minutes late (excessively late/missed trips)	.08%	.26%
Total beyond “ready window”	13.19%	13.53%

*Target: 90%

On-time Performance

During April, ParaCruz’ on time performance increased by 3.95% from last month. The Operators recently hired are now in revenue service. ParaCruz had three Operators on long term disability. The total number of available working ParaCruz Operators is now 24 per weekday, not including Operators on annual leave.

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

During the month of April 2019, ParaCruz received four Customer Service Reports. One of the reports was a valid complaint for a late ride. Three were not valid: 1) A driver alleged a ParaCruz Operator did not wait for his turn to go at a stop sign, video shows that he did; 2) A person complained that ParaCruz does not have an app that shows when the Operator is arriving; and, 3) A person complained that the facility where he resides constantly cancels his rides.

ParaCruz On-time Performance Report for May 2019.

	May 2018	May 2019
Total pick ups	6,409	6,398
Percent in “ready window”	85.71%	94.97%
1 to 5 minutes late	5.43%	1.83%
6 to 10 minutes late	3.71%	1.17%
11 to 15 minutes late	2.45%	.91%
16 to 20 minutes late	1.28%	.39%
21 to 25 minutes late	1.53%	.33%
26 to 30 minutes late	.41%	.20%
31 to 35 minutes late	.20%	.08%
36 to 40 minutes late	.17%	.05%
41 or more minutes late (excessively late/missed trips)	.11%	.08%
Total beyond “ready window”	14.29%	5.03%

*Target: 90%

On-time Performance

During May, ParaCruz' on time performance increased by 8.50% from last month. Ridership slightly decreased from last month. ParaCruz had one Operator resign. ParaCruz had one Operator on long term disability. The total number of available working ParaCruz Operators is 24 per weekday, not including Operators on annual leave.

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

During the month of May 2019, ParaCruz received three Customer Service Reports. All three were compliments for ParaCruz Operators.

ParaCruz On-time Performance Report for June 2019.

	June 2018	June 2019
Total pick ups	5,438	5774
Percent in “ready window”	86.50%	94.31%
1 to 5 minutes late	5.61%	1.92%
6 to 10 minutes late	2.67%	1.83%
11 to 15 minutes late	2.48%	.72%
16 to 20 minutes late	.96%	.55%
21 to 25 minutes late	.81%	.27%
26 to 30 minutes late	.48%	.14%
31 to 35 minutes late	.22%	.13%
36 to 40 minutes late	.15%	.11%
41 or more minutes late (excessively late/missed trips)	.13%	.03%
Total beyond “ready window”	13.50%	5.69%

*Target: 90%

On-time Performance

During June, ParaCruz’ on time performance decreased by 0.66 % from last month. June had a decrease in ridership from last month. ParaCruz has three Operators on long term disability. The total number of available working ParaCruz Operators is 23 per weekday, not including Operators on annual leave.

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

During the month of June 2019, ParaCruz received three Customer Service Reports: One was not valid. A person alleged that an Operator was speeding; AVL was reviewed and confirmed the Operator was driving under the speed limit; and, two were compliments for Operators.

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Comparative Operating Statistics through April 2019.

	April 2018	April 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	7,068	7,392	69,070	70,197	6,962	
Performed	6,317	6,488	60,362	61,321	6,097	
Cancels	20.57%	22.29%	21.68%	22.81%	22.53%	
No Shows	2.74%	3.77%	3.46%	3.74%	3.71%	Less than 3%
Total miles	53,633	51,359	512,337	496,734	49,796	
Av trip miles	6.23	5.77	6.26	6.03	6.14	
Within ready window	86.81%	86.47%	85.07%	82.84%	83.44%	90.00% or better
Call center volume	5,015	5,807	N/A	N/A	N/A	New phone system 1/6/18
Hold times less than 2 minutes	95.70%	93.88%	N/A	N/A	N/A	Greater than 90%
Distinct riders	699	686	1,595	1,554	681	
Most frequent rider	53 rides	57 rides	378 rides	367 rides	59 rides	
Shared rides	65.0%	66.3%	64.6%	65.5%	65.01%	Greater than 60%
Passengers per rev hour	1.84	1.92	1.87	1.97	1.95	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	61.61%	62.48%	63.66%	62.45%	63.35%	
Rides > 10	38.39%	37.52%	36.34%	37.55%	36.65%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	5	18	170	186	17	
Excessively Long Trips	1	2	20	25	2	New Stat Jan 2017
# Trips at Base Fare	4,002	3,976	38,115	38,665	3841	
# Trips > Base Fare	1,230	1,247	11,854	10,879	1,093	

Comparative Operating Statistics through May 2019.

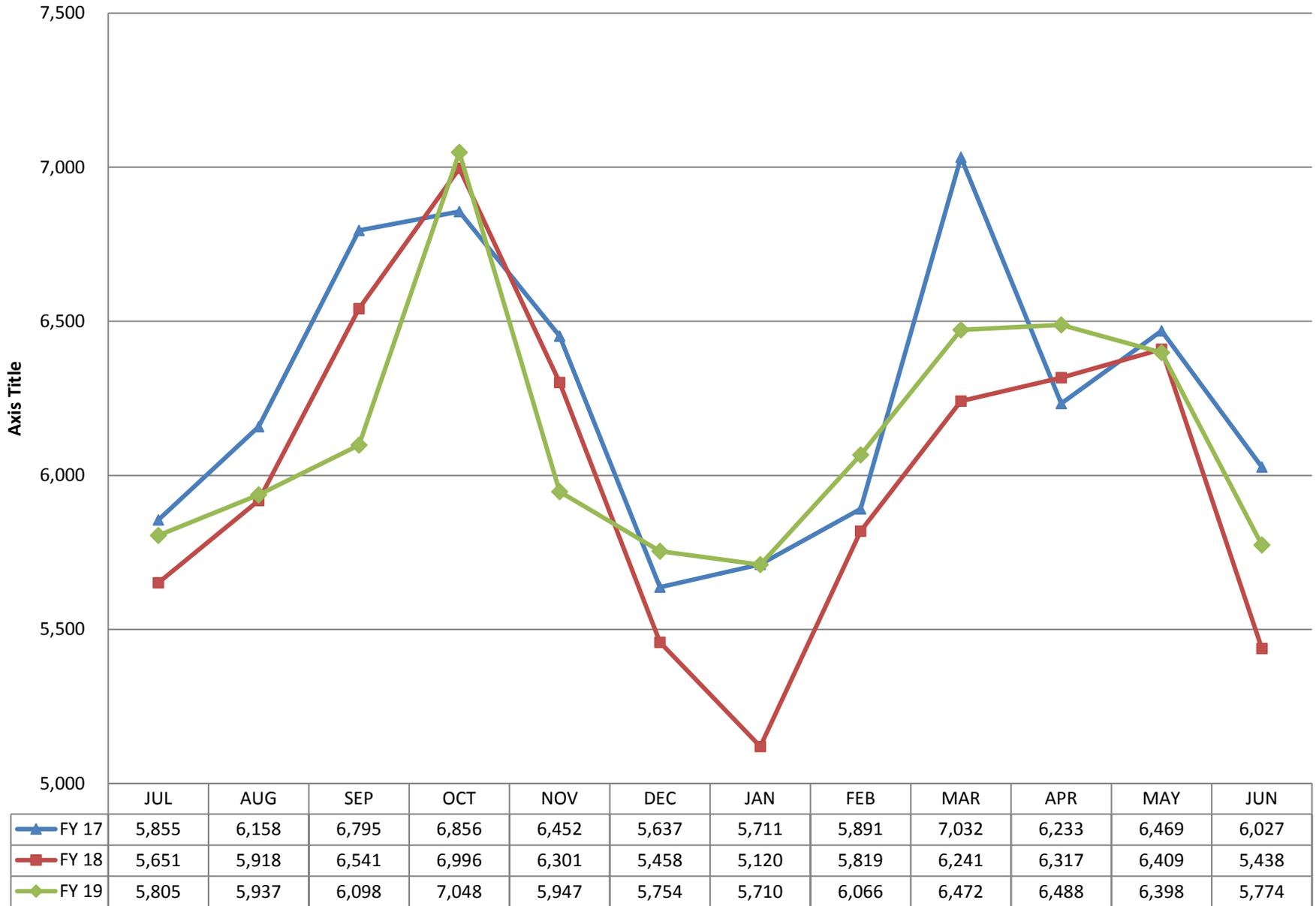
	May 2018	May 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	7,197	7,424	76,267	77,621	6,915	
Performed	6,409	6,398	66,771	67,693	6063	
Cancels	21.34%	24.33%	21.65%	22.96%	22.16%	
No Shows	3.38%	3.56%	3.45%	3.72%	3.63%	Less than 3%
Total miles	53,164	52,084	565,598	548,797	50360	
Av trip miles	6.12	5.86	6.25	6.02	6.18	
Within ready window	85.71%	94.97%	85.12%	83.98%	83.95%	90.00% or better
Call center volume	5,222	5391	N/A	N/A	N/A	information not available
Hold times less than 2 minutes	95.51%	94.50%	N/A	N/A	N/A	information not available
Distinct riders	712	728	1,662	1,622	673	
Most frequent rider	55 rides	54 rides	409 rides	390 rides	59 rides	
Shared rides	65.8%	62.3%	65.8%	65.1%	64.11%	Greater than 60%
Passengers per rev hour	1.92	1.82	1.87	1.96	1.92	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	61.94%	62.46%	61.94%	62.45%	63.29%	
Rides > 10	38.06%	37.54%	38.06%	37.55%	36.71%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	7	5	177	191	15	N/A
Excessively Long Trips	2	1	22	26	2	New Stat Jan 2017
# Trips Base Fare	3,952	3,956	42,066	42,618	3,836	
# Trips > Base Fare	1,263	1,160	13,117	12,042	1,102	

Comparative Operating Statistics through June 2019.

	June 2018	June 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	6,145	6,381	82,412	84,002	7000.17	
Performed	5,438	5,774	72,209	73,467	6083	
Cancels	21.19%	22.03%	21.62%	22.89%	22.85%	
No Shows	3.71%	3.67%	3.47%	3.71%	3.72%	Less than 3%
Total miles	47,473	46,329	613,071	595,072	49611	
Av trip miles	6.40	5.80	6.26	6.00	6.07	
Within ready window	86.50%	94.31%	85.22%	84.75%	84.87%	90.00% or better
Call center volume	5,056	5,096	N/A	N/A	N/A	information not available
Hold times less than 2 minutes	91.47%	93.16%	N/A	N/A	N/A	information not available
Distinct riders	666	658	1,726	1,689	682	
Most frequent rider	59 rides	57 rides	445 rides	421 rides	59 rides	
Shared rides	59.9%	59.8%	64.4%	65.8%	64.71%	Greater than 60%
Passengers per rev hour	1.74	1.80	1.86	1.95	1.95	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	63.20%	62.83%	57.99%	62.48%	63.36%	
Rides > 10	36.80%	37.17%	42.01%	37.52%	36.64%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	7	2	184	193	16	N/A
Excessively Long Trips	0	1	19	27	2.25	New Stat Jan 2017
# Trips Base Fare	3,459	3,537	45,525	46,155	3848	
# Trips > Base Fare	980	987	14,097	13,029	1085	

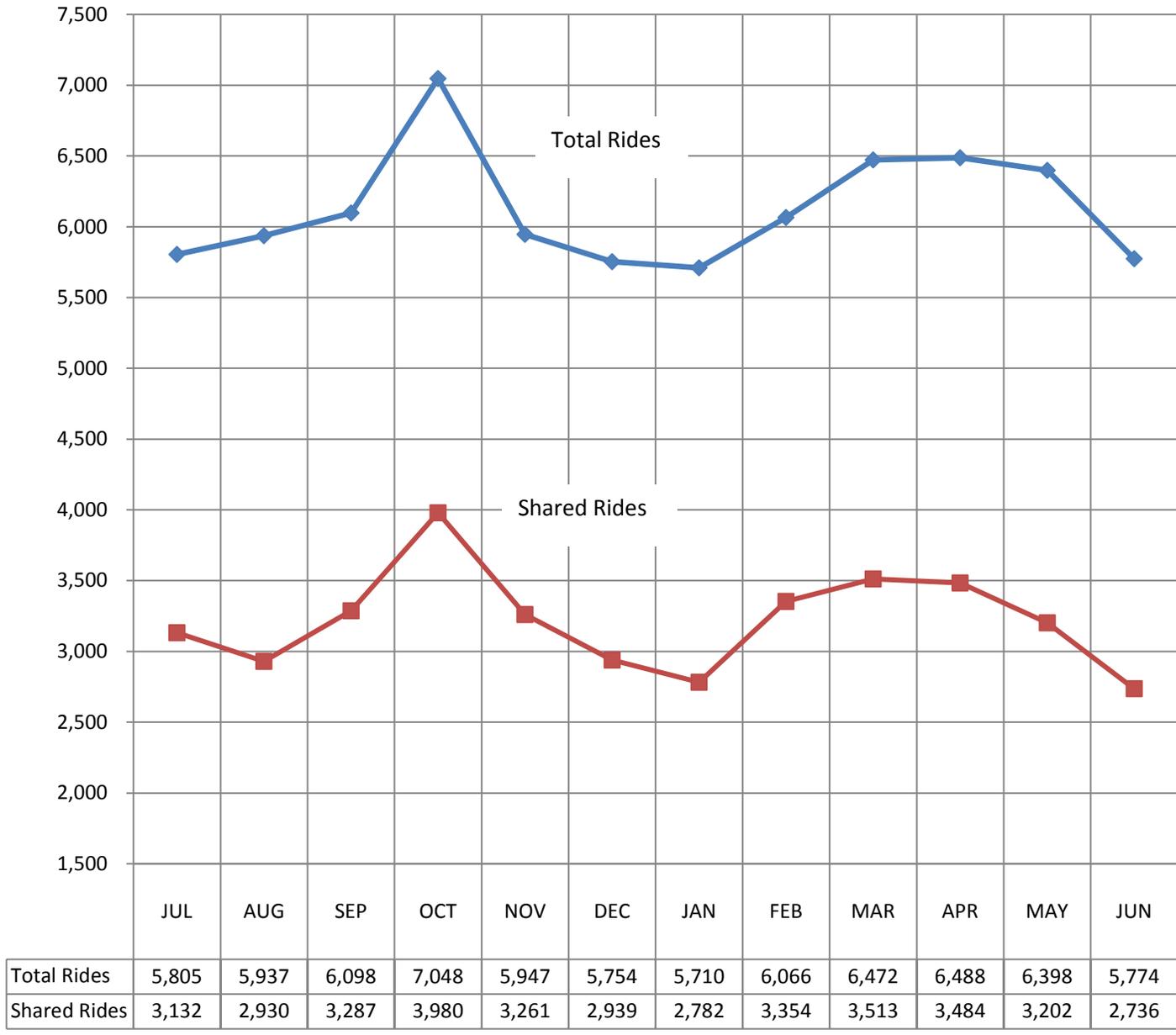
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Number of Rides Comparison



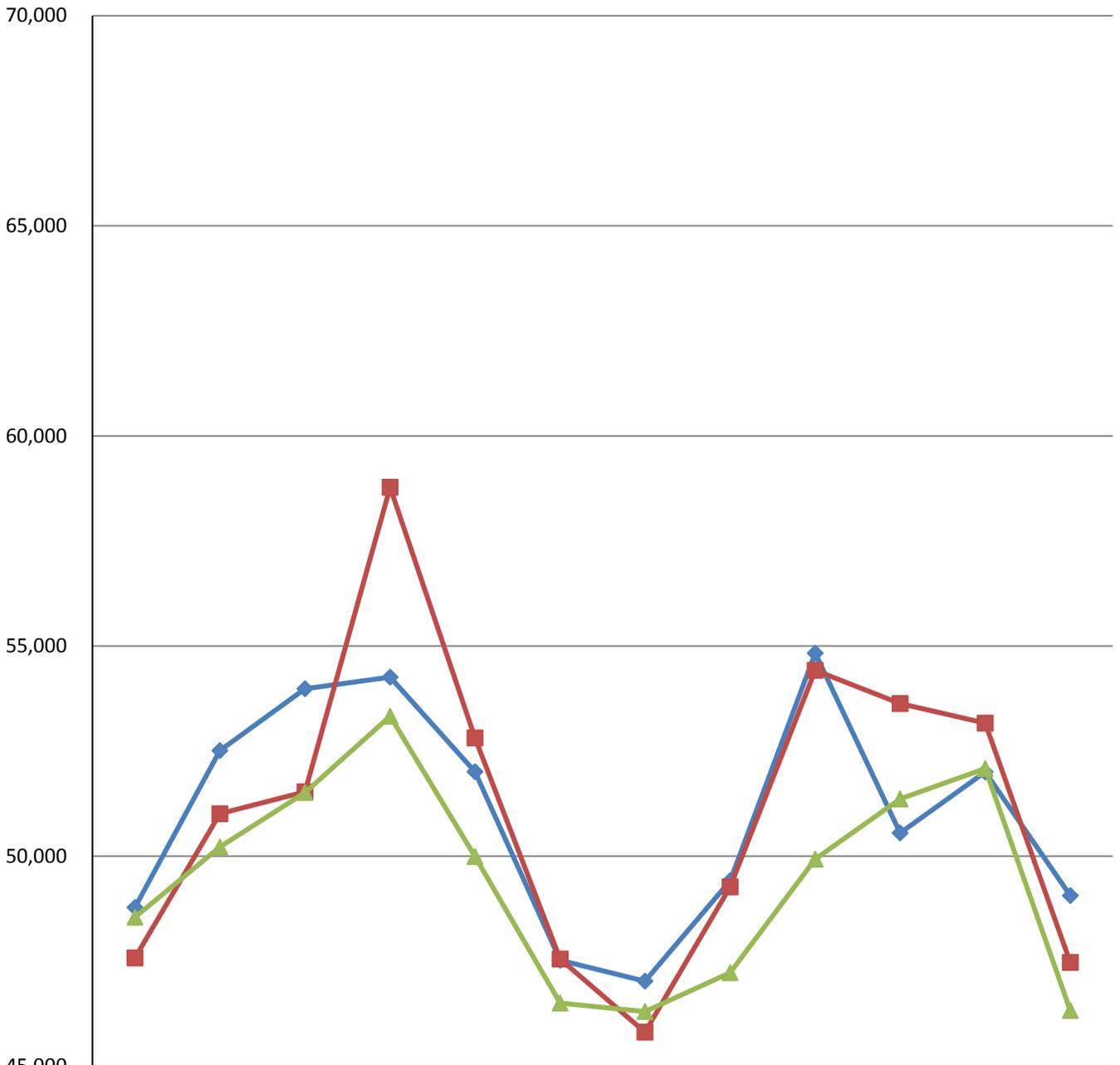
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Total Ride vs. Shared Ride Count



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Annual Miles Comparison



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
◆ FY 17	48,777	52,513	53,982	54,257	52,009	47,522	47,024	49,416	54,831	50,549	52,001	49,061
■ FY 18	47,578	51,011	51,532	58,776	52,811	47,551	45,811	49,271	54,426	53,633	53,164	47,473
▲ FY 19	48,549	50,216	51,513	53,331	49,990	46,501	46,300	47,226	49,928	51,359	52,084	46,329

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Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
JULY 2018	47	0	0	1	0	48
AUGUST 2018	37	0	3	2	0	42
SEPTEMBER 2018	35	0	0	2	0	37
OCTOBER 2018	36	0	0	0	0	36
NOVEMBER 2018	26	1	0	0	0	27
DECEMBER 2018	17	0	0	0	0	17
JANUARY 2019	21	0	2	0	0	23
FEBRUARY 2019	10	0	0	1	0	11
MARCH 2019	30	0	1	0	0	31
APRIL 2019	17	1	2	3	2	25
MAY 2019	27	1	0	2	0	30
JUNE 2019	13	0	1	1	1	16

Number of Eligible Riders for the month of April 2019 = 3,535

Number of Eligible Riders for the month of May 2019 = 3,581

Number of Eligible Riders for the month of June 2019 = 3,582

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Programming Regional Transportation Funds: Preliminary Staff Recommendations

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission’s Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and recommend that the Regional Transportation Commission (RTC) approve projects to receive Regional Surface Transportation Program Exchange (RSTPX) funds, as summarized in [Attachment 1](#), and approve RTC regional projects to receive other state and federal formula funds, as summarized in this staff report.

BACKGROUND

Transportation projects in Santa Cruz County are funded by a combination of state, federal, and local funds. As outlined in the *Santa Cruz County Regional Transportation Plan* ([RTP](#)), the majority of revenues available for transportation projects are restricted to certain uses (e.g. transit, the State Highway Operation and Protection Program, state gas tax revenues allocated directly to cities and counties, local sales taxes). The Santa Cruz County Regional Transportation Commission (RTC) has discretion over about 5% of funds available to operate, maintain, and improve the transportation network in Santa Cruz County. These discretionary funds include regional shares of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), State Transportation Improvement Program (STIP), new SB1 Local Partnership Program-formula (LPP-f), and federal Highway Infrastructure Program (HIP) funds. On average, \$4-5 million per year in RTC-discretionary funds are available for programming.

DISCUSSION

Each funding cycle the RTC establishes a process for programming discretionary funds. In some years the RTC programs the region’s discretionary funds through a consolidated competitive process. At its September 5, 2019 meeting, the RTC indicated its intent to program the region’s anticipated shares of discretionary funds this cycle as summarized below. Projects sponsors were asked to submit proposals for available funds by October 21, 2019. Projects proposed for funds this cycle preserve existing transportation infrastructure and programs, improve access, traffic flow, and safety, and reduce the number of miles driven and associated air pollution and greenhouse gas emissions.

Regional Surface Transportation Program Exchange (RSTPX)

The RTC has indicated its intent to program the region's shares of RSTPX funds through FY20/21 as follows:

- \$350,000 for non-city, non-county, non-METRO entities through a competitive process
- \$200,000 to Santa Cruz METRO
- Balance of approximately \$10 million to cities and the County of Santa Cruz by population formula, with a minimum of 5% of revenues to each jurisdiction.

RSTPX funds are available for a variety of transportation projects as set forth in federal and/or state guidelines. These include various public street and highway, bicycle and pedestrian, transit, transportation system management, and transportation demand management projects. The RTC received four applications for competitive grant funds from Bike Santa Cruz County, Ecology Action (2 applications), and Trail Now. Additional time is needed for review of applications and staff will return with recommendations at the next committee meeting, with recommendations to the Commission in early 2020.

RSTPX to Local Jurisdictions and METRO

As noted above, the RTC has indicated its intent to program most of the RSTPX funds available through FY20/21 to Santa Cruz Metropolitan Transit District (METRO), Capitola, Santa Cruz, Scotts Valley, Watsonville, and the County of Santa Cruz. Estimated formula shares per agency through FY20/21 are as follows:

Agency	Estimated Share through FY20/21
Capitola	\$505,264
Scotts Valley	\$505,264
Santa Cruz	\$2,369,832
Watsonville	\$1,909,384
County of Santa Cruz	\$4,815,541
METRO	\$200,000
Total Formula RSTPX	\$10,305,285

Local jurisdictions and METRO have proposed to use their targeted shares of RSTPX funds on 17 projects, as summarized in Attachment 1. This includes adding funds to several projects that have been reviewed by RTC committees in past grant cycles. For some jurisdictions, the proposed projects are pending approval by their boards/city councils. While the RTC indicated its intent to allocate certain fund amounts to each jurisdiction, programming to specific projects is subject to RTC approval. **Staff recommends that the RTC advisory committees review and recommend that the RTC approve RSTPX funds for the local jurisdiction projects listed in Attachment 1.**

Regional Funds for Regional Projects: STIP, HIP, & LPP-f

At its September 5, 2019 meeting, the RTC indicated its intent to program regional shares of State Transportation Improvement Program (STIP), federal Highway Infrastructure Program (HIP), and Senate Bill 1 (SB1) Local Partnership Program (LPP-f) funds to Highway 1 auxiliary lane and bus on shoulder projects. Additionally, the STIP includes funding for state and federally-mandated regional planning, programming and monitoring activities (PPM). **Staff recommends that the RTC**

advisory committees recommend that the RTC approve funds for regional projects, as follows:

Project	STIP <i>(FY20/21-24/25)</i>	LPP-formula <i>(FY19/20)</i>	HIP <i>(FY18/19-19/20)</i>
Hwy 1 41 st Ave/Soquel Ave Auxiliary Lanes, Bus on Shoulders, & Chanticleer Bike/Ped Bridge: Construction	\$4,914,000		
Hwy 1 Bay/Porter to State Park Auxiliary Lanes & Bus on Shoulders: Design			\$1,639,608
Hwy 1 Freedom Blvd to State Park Auxiliary Lanes & Bus on Shoulders: Environmental		\$302,000	
Regional Planning, Programming, and Monitoring (PPM)	\$169,000		

**Table reflects new funds proposed for these projects; previously programmed funds are not shown in this table.*

Projects the RTC selects for regional shares of STIP and LPP funds are subject to concurrence from the California Transportation Commission (CTC). The RTC’s STIP proposals are due to the CTC on December 15, 2019, with CTC action scheduled for March 2020. It is not uncommon for the CTC to program only some projects or to shift projects to later years than requested. While the region’s target for the 2020 STIP is \$5,083,000 through FY24/25, the CTC is only required to make \$2,766,000 in STIP funds available for programming in this cycle (the county minimum).

Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2019 meetings. Staff will consider input from committees when developing final staff recommendations. Committee recommendations and final staff recommendations will be presented at the December 5, 2019 RTC board meeting. The RTC is scheduled to select projects to receive funds following a public hearing at that meeting. By November 1, staff plans to post additional information on all of the projects proposed for these new RSTPX, STIP, HIP, and LPP funds on the RTC website: <https://sccrtc.org/funding-planning/project-funding/>.

In addition to the region’s formula shares of RSTPX, STIP, HIP, and LPP funds, the RTC has indicated its intent to program \$100,000 per year of regional shares of State Transit Assistance (STA) funds through FY21/22 to Community Bridges Lift Line for paratransit services, with the balance of the region’s share of STA funds (approximately \$4.8 million in FY19/20) and 100% of Senate Bill 1 State of Good Repair funds (approximately \$750,000 in FY19/20) to Santa Cruz METRO. Those allocations are made as part of the Transportation Development Act (TDA) claims process. The RTC also is working with Cruz511-TDM-Ride Amigos implementation workgroup (which includes RTC, Ecology Action, University of California at Santa Cruz (UCSC), METRO, and local jurisdictions staff), to prepare separate recommendations for \$100,000 in Measure D designated for Transportation Demand Management (TDM) programs aimed at reducing vehicle miles traveled and increasing participation and use of the new the trip planner. The RTC will consider those recommendations, as well as recommendations for up to \$350,000 in competitive RSTPX funds, separate from this process.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds, including Regional Surface Transportation Program Exchange (RSTPX) and State Transportation Improvement Program (STIP). Staff is seeking input from advisory committees on projects proposed to receive these funds. A public hearing is scheduled for the December 5, 2019 RTC meeting, where the RTC will select projects to receive the funds.

Attachment:

1. Proposals for New RSTPX Funds

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Proposals for New RSTPX Funds (2019)

The following reflects requests from local jurisdictions for fund targets set by the RTC 9/5/19. Requests for an additional \$350k in competitive funds for non-city, non-county, non-METRO projects are still under review and will be considered separately.

Implementing Agency	Project Name	RSTPX Requested		Preliminary Staff Recommendation	Total Project Cost	Notes
		19-20	20-21			
Santa Cruz METRO	Santa Cruz METRO ParaCruz Van Replacement	\$200,000		\$200,000	\$222,000	Replace three older paratransit vehicles purchased in 2011 that have driven over 202,000 miles each well over the FTA's useful life thresholds.
City of Capitola	Citywide Pavement Management		\$505,264	\$505,264	\$1,000,000 +	Streets that have been initially identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Diamond, and Ruby Court.
City of Santa Cruz	Hwy 1/9 Intersection Modifications		\$2,000,000	\$2,000,000	\$11,846,000	The project has been through multiple public meetings and Council approvals over the last 14 years.
City of Santa Cruz	River Street Pavment Rehabilitation (Water to Potrero Street)	\$369,832		\$369,832	\$2,014,000	Recommended for approval by City Transportation and Public Works Commission.
Scotts Valley	Pavement Management		\$405,264	\$405,264	\$1,000,000 +	Identified streets include but not limited to; Bean Creek Road, Tabor Drive, Janis Way, BlueBonnet Lane, Kings Village Road.
Scotts Valley	Sidewalk Masterplan		\$100,000	\$100,000	\$2,500,000	Various locations throughout the city identified in the City's CIP plan from \$10,000 up to \$400,000 per corridor.
Watsonville	Bicycle Safety Improvements (Green Lanes)	\$179,866		\$179,866	\$654,866	Additional funding for cost increase due to high bids
Watsonville	Watsonville Rail Trail from Watsonville Slough Trailhead to Ohlone Parkway	\$600,000		\$600,000	\$1,600,000	Additional funding for cost increase due to scope change and cost escalation
Watsonville	Road Maintenance (Various Locations)		\$1,129,518	\$1,129,518	\$2,504,518	Project to be added to CIP during budget approval in spring 2020
County of Santa Cruz	Hwy 17 to Soquel Corridor Resurfacing		\$1,348,352	\$1,348,352	\$2,406,931	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Pioneer-Varni Road Resurfacing		\$1,044,662	\$1,044,662	\$1,180,009	New Project
County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Drive Sidewalks and Bike Lanes	\$400,000		\$400,000	\$3,762,000	Additional Funding to Existing Project for funding shortfalls. The County has also requested to shift \$587k previously programmed from Seacliff Village to this project.
County of Santa Cruz	Davenport Highway 1 Crosswalk		\$125,000	\$125,000	\$141,195	New Project
County of Santa Cruz	Empire Grade Resurfacing		\$356,554	\$356,554	\$402,749	New Project
County of Santa Cruz	Hwy 152/Holohan - College Intersection		\$385,243	\$385,243	\$4,295,000	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Scotts Valley Area Routes Resurfacing		\$355,060	\$355,060	\$1,340,838	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Zayante Corridor Resurfacing		\$800,670	\$800,670	\$1,977,488	Additional Funding to Existing Project for funding shortfalls
				\$ 10,305,285		

Item #14- Replacement Page

AGENDA: November 5, 2019

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Rachel Moriconi, Transportation Planner

RE: FY 2019-20 State Transit Assistance (STA) Funds for Community Bridges

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee review and recommend that the Regional Transportation Commission (RTC) approve the amended FY 2019-20 claim from Community Bridges Lift Line that adds \$100,000 in State Transit Assistance (STA) funds and adds approximately \$40,000 in Transportation Development Act (TDA) funds.

BACKGROUND

The Regional Transportation Commission (RTC) is responsible for allocating Transportation Development Act-Local Transportation Funds (TDA-LTF, generated from a ¼-cent sales tax) and TDA-State Transit Assistance funds (STA, generated primarily from diesel sales taxes). TDA funds are allocated based on state statutes and RTC Rules and Regulations. Earlier this year, the Elderly and Disabled Transportation Advisory Committee (E&D TAC) reviewed and the RTC approved the Lift Line claim for TDA funds.

STA includes population-based formula funds (PUC Section 99313) which are available for projects approved by the RTC, as well as Santa Cruz Metropolitan Transit District's (METRO) estimated revenue-based formula share (PUC Section 99314). Both the METRO and the RTC-formula allocations of STA funds pass through the RTC budget. Historically the RTC allocated 100% of the region's shares of STA to METRO, as the only public transit operator in Santa Cruz County. However with clarification by the State of eligible entities and with Senate Bill 1 (SB1) nearly doubling funding for the STA program, in December 2017, the RTC approved a policy to make some of the region's population-formula shares (PUC Section 99313) of STA and State of Good Repair (SGR) funds available for eligible community transportation projects and services, in addition to METRO projects and services.

DISCUSSION

At its September 5, 2019 meeting, the RTC took action indicating its intent to allocate \$100,000 per year of the RTC's population shares (PUC 99313) of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to allocate the balance of the RTC's FY19/20-FY21/22 shares of State Transit Assistance (STA) and 100% of the region's population shares (PUC 99313) of

Item #14- Replacement Page

FY19/20-FY21/22 SB1-transit State of Good Repair funds (approximately \$374,000 in FY19/20) to Santa Cruz METRO, thereby holding in abeyance for three years the 2017 RTC policy that would have made 15-25% of the region's population shares of STA and SGR funds available for eligible community transportation projects and services.

Lift Line has submitted a claim for the \$100,000 in STA funds. Lift Line proposes to use these funds for Same Day and Out of County Rides.

In March of 2018, Lift Line began implementing a 3 year grant from 5310 for specialized transportation of Same Day and Out of County Rides. The grant award was in the amount of \$475,200. As of June 30th 2019, Lift Line had spent down \$240,479, leaving a total balance of only \$234,721 for FY 19-20 and 20-21, effectively leaving enough funds to pay for one full time driver for the two remaining years of the grant or two drivers for one year. Documents supporting proposed usage of the STA funding and budget for same day and out of county rides are attached.

By utilizing \$100,000 of STA funding in FY 19-20 and \$100,000 in FY 20-21, along with \$112,175 of 5310 Specialized Funding in FY 19-20 and \$122,546 in FY 20-21, Lift Line will be able to continue the level of same day and out of county services they provided in FY 18-19, which was \$205,000 from 5310 funding, which is two full time drivers/vans plus supporting services. The STA funding would fill a gap in funding that will become an unmet need if Lift Line either reduces to one driver over two years, or continues with two drivers this year, and does not have funding for next year.

Based on actual FY18/19 Transportation Development Act (TDA) revenues, the RTC is also amending its budget to increase FY19/20 apportionments to TDA-recipients. This includes approximately \$40,000 over the amount originally approved for Lift Line, for approximately \$780,000 total TDA in FY19/20. Lift Line plans to primarily use these funds for additional operations, with some funds going into its equipment reserve. The actual amount of TDA funds to Lift Line will be adjusted based on actual revenues generated and received.

Staff recommends that the E&D TAC review the claim from Community Bridges for these new STA and TDA funds (Attachment 1) and recommend approval by the Regional Transportation Commission.

SUMMARY

The E&D TAC reviews claims for Transportation Development Act (TDA) and State Transit Assistance (STA) funds. Lift Line proposes to use \$100,000 in new FY19/20 STA funds for Same Day and Out of County Rides and increased TDA funds primarily for additional operations, with some going into the equipment reserve.

Attachment 1: Updated FY 2019-20 Community Bridges TDA/STA Claim



October 24, 2019

Mr. Guy Preston, Executive Director
 Santa Cruz County Regional Transportation Commission
 1523 Pacific Avenue
 Santa Cruz, CA 95060-3911

RE: Revised CTSA/City of Santa Cruz Claim for FY 2019/2020 TDA/STA Revenues

Dear Mr. Preston:

The City of Santa Cruz is acting as claimant for the 2019/2020 fiscal year Transportation Development Act funds allocated to the consolidated Transportation Services Agency (CTSA). Please accept this letter that Community Bridges' Lift Line attests to the accuracy of this revised claim and all its accompanying documentation, which contains a revised amount of TDA funding as well as the addition of \$100,000 in State Transit Assistance (STA) funding for this fiscal year 2019/2020.

The City of Santa Cruz will be asked to request a revised amount of \$777,414 in TDA funds for the CTSA, as well as the addition of \$100,000 in STA funding. The previous payment schedule shown in Exhibit D includes an initial and second TDA payment Community Bridges has received year to date. We anticipate revisions to the payment schedule based on new funding amounts.

The TDA funding will allow Community Bridges' Lift Line to continue to operate a variety of vital specialized transportation programs serving low-income seniors and disabled individuals who are unable to utilize traditional public transit, and will be utilized for both increased operations and equipment. TDA funds will be used for the Taxi Scrip programs operating in South and North County, non-emergency medical transportation, and transportation to Meals on Wheels Senior Dining Centers and Elderday Adult Day Health Center. The revised amount of TDA funding, an additional \$37,437 will be used primarily for additional operations, with some going into the equipment reserve. In addition, the additional STA funds will be used to help expand the 5310 Same Day and Out of County program through the whole FY20-21, helping connect seniors, veterans and medically complex children and individuals to needed medical services.

Enclosed are documents comprising our revised claim for TDA and STA funds:

1. Revised 2019/2020 TDA Claim Form, Written Report of Activities, and CHP Inspection Report
2. Revised 2019/2020 Operating & Capital Budget (Exhibit A, pages 1-2)
3. Revised CTSA Five Year Capital Improvement Plan (Exhibit B)
4. Revised Operating Plan (Exhibit C-1, pages 1-2 & C-2, page 1)
5. Revised Schedule of Payments Requested (Exhibit D)
6. Revised Statement of Role and Responsibility (Exhibit E)
7. Revised CTSA Reporting Period & Performance Measures (Exhibit F)

On behalf of Lift Line clients and Community Bridges, I thank the Commission and staff for your continued support of these programs.

Thank you,



Raymon Cancino, CEO

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Cc: K. Ance, Lift Line Program Director
D. Underhill, CFO
S. McGibben, CAO
R. Iskandarova, GA

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952, which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Lift Line coordinates transportation services with other transportation providers and human service agencies in order to provide the most efficient transportation possible. These agencies include Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, and other hospitals and medical facilities.

Lift Line also works closely with several other non-profit organizations and other counties to continue to identify unmet needs and define effective responses to meet those needs. The ultimate goal of these efforts is to mobilize disabled, low-income and senior residents of Santa Cruz County. Lift Line also maintains a vital lifeline for eligible participants to access healthcare providers throughout the region, including destinations in Monterey County and the San Francisco Bay Area. This is consistent with the Association of Monterey Bay Area Governments (AMBAG) Coordinated Public Transit Plan.

The benefits to having CTSA coordination is to improve and identify the need for specialized transportation equipment, if the equipment is funded through Caltrans 5310 and isn't reaching its proposed requirements, as the CTSA, the equipment can be coordinated for use through other identified paratransit services.

Pursuant to the CTSA designation for Santa Cruz County, Community Bridges operates the Lift Line transportation program, which works in identifying unmet transportation needs, coordinates and provides social service transportation services to low-income seniors, disabled residents, underserved populations and other persons in Santa Cruz County. Lift Line directly addresses the issues identified through the unmet needs process by providing rides to medical appointments (including dialysis), alternative care, mental health, drug rehabilitation centers, dental appointments, pharmacies, and various therapy appointments.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

The majority of our scheduling is automated with Mobile Data Computers and Automatic Vehicle Locaters (AVL) that integrate with Trapeze, making changes if needed and track rides as they occur. As rides are completed, the MDTs tag completed rides with real pickup and drop-off times and highlights these times in blue, making it easier for our dispatchers to monitor all rides. Likewise, uncompleted or unassigned rides (such as will-call returns) are highlighted in red to inform the dispatcher of the priority of pending trips. The addition of the AVLs in the fleet allows Lift Line to monitor and track vehicles at any moment. These systems allow Lift Line to provide accurate monthly encounter data to satisfy data requirements.

We will continue to provide our quarterly TDA/STA reports, with the RTC reporting requirements, which are generated directly from the actual rides performed and documented through these systems. Lift Line's dispatch and scheduling system still has some manual components, to be used in the case of a power loss or technical difficulties. Since we cannot determine in advance when a power or technical problem should arise, we give all drivers a paper manifest to work from daily so as to not lose any information. Daily, drivers fill out paperwork to let us know if they have any incidents, accidents or mechanical failures. In order to track turndowns and referrals, schedulers and dispatchers keep a dispatch log. Also any turndown is offered an option of being placed on a waiting list in case there becomes an opening with a driver's schedule.

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month
4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancels per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

*Mechanical failure means any problem which results in a delay of one hour or longer, or cancellation of service.

b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Lift Line is projecting to provide service to nearly 745 Santa Cruz County residents who will use specialized wheel-chair accessible vans. We are projecting to provide and coordinate 62,000 rides in the 19/20 fiscal year. *Please see Exhibit C-1 and C-2 Operating Plan for details.*

Lift Line will continue to provide responsive, non-emergency health and medical paratransit services for low-income seniors and disabled residents of Santa Cruz County. Trips are provided to health and medical destinations such as hospitals, medical centers and clinics, doctors' offices, dental offices, pharmacies, dialysis centers, human services, and various mental health and physical therapy appointments. In partnership with Central Coast Alliance for Health, rides to medical destinations will be provided for qualified members. Lift Line continues to work with Satellite Dialysis in Santa Cruz County to provide flexible services for its clients who are unable to use transit or METRO ParaCruz services.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

The Lift Line programs are consistent with 2014 RTP goals 1 and 3 and advance:

- Target #3c of the 2014 RTP: Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations (Lift Line included as transit in this instance) and Target #3d: Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

The Lift Line program also support the following RTP policies:

- Improve multimodal access to and within key destinations.
- Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- Support projects that provide access to emergency services.
- Improve coordination between agencies in a manner improves efficiencies, and reduces duplication.
- Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Lift Line is a complementary service to the ADA-mandated METRO ParaCruz service. In addition, Lift Line provides a flexible specialized transportation service for ongoing identified unmet immediate service needs. Due to the diverse nature of our services, Lift Line is able to group riders in various service categories, which ultimately reduces the number of vehicles needed to perform rides and in turn cuts down on traffic and emissions. Lift Line continues to optimize our service by scheduling rides in the most efficient manner and ultimately reducing the duplication of rides by grouping ride types for long distance, cross county rides.

Furthermore, Lift Line provides residents with specialized transportation needs who do not qualify for ParaCruz rides because they live outside the service area (more than ¾ mile from fixed transit route), don't have family or friends to assist them, and/or they may need same day service. For people who are low income or who face health/physical challenges, these services are crucial.

Lift Line was also awarded Section 5310 grant for operating funds in 2018-2021 to support same day and out of county medical transportation service, as identified in the AMBAG unmet needs plan. This new service was implemented in 2013 and we have been awarded 5310 funds to continue the project through February 2021. Most likely these funds will be used up during the 2020 calendar year because we were funded at 80% of our request. STA funding will allow us to continue same day and out of county service at the current levels without any reductions in FY2021 or a potential gap in service. By moving some of the 5310 funding forward and using STA funds matched with 5310 funding we will lengthen the same day and out of county program and provide an additional 1,700 rides FY1920. This transition also allows for seamless transportation and, depending on future STA funding opportunities, will ensure this vital program continues beyond 5310 funding cycles

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match.*

What is the total project cost? Total CTSA Transportation Budget = \$3,060,734 (of which \$777,414 are TDA funds and \$100,00 STA funds) Is project fully funded? YES

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)? These funds will be used for administration, all cost related to provision of paratransit rides.

This is clearly identified in our Operating Plan Exhibit C-2. *Please see TDA Operating Plan, Exhibit C-2.*

15. Preferred Method and Schedule for TDA fund distribution *(see RTC Rules and Regulations for details):* CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount; OR Quarterly disbursement.

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval <u>Community Bridges Board Resolution</u> . (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). <u>April 9, 2019 E&D TAC meeting</u>	NO
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

Lift Line routes are continually assessed and re-structured to increase productivity, we group rides when possible so that vehicles and staff time are serving at capacity. This keeps the cost of operating down and helps keep the cost per service unit as low as possible. Failing to re-structure and maximized productivity would lead to increased cost per service unit. In the case of taxi subcontractors, we have paid special attention to maximizing the benefit of working with these outside partners only when we have reached our internal existing capacity and there is a cost benefit to calling in a taxi ride. We continue to work with physicians and participants to improve efficiency through group rides. Our experienced drivers, schedulers, and dispatch staff, with the use of computerized scheduling equipment, continue to serve as valuable assets toward achieving these goals.

Community Bridges Lift Line continues to work with the SMART Union to address ways to lower the economic issues impacting the operations of the budget. We also continue to work on reducing our worker's compensation costs and exposures in order to reduce our premiums. Lift Line also maintained optimum fleet size for the services provided, and we continually seek to update our vehicles and equipment through grants.

The County Health Services Department's programs, such as In Home Health Services, as well as local medical facilities and the Senior Network Services, are assisting their clients to help fill out the TDA Medical Transportation Application and fax them with the required supporting documents to our office on a regular basis. We also work with the Central Coast Alliance to coordinate Medi-Cal eligible participants with medical rides.

Lift Line has participated in several outreach forums in the community that are addressing the transportation needs of the local senior and disabled population, including veterans, as well as conducted presentations to local service organizations and senior living facilities. Lift Line participates annually in local business and health fairs to increase community awareness about local transportation service.

Lift Line continues these outreach efforts which was made possible with Measure D funds. We continue to build our outreach program and get information out about our service and help enroll new clients into our program. In the last year Lift Line has enrolled 56 new clients to our ridership program. This is an 8% total increase to qualifying ridership.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

Lift Line will continue to assess the cost and demand for our services on a regular basis, and structure our routes and staffing accordingly. Lift Line staff will continue to participate in outreach efforts to identify emerging needs in the community, and we will coordinate with service providers to meet the transportation needs of low income elderly and disabled residents, including our area veterans. Our outreach program will continue working to build our client base and educate clients about all of our services.

Our driver trainer will work to get drivers trained and Commercial Class C certified in a quick and efficient manner. The driver trainer can work as a backup driver when needed, which will help fill in the gaps as well as help put drivers on the road sooner. This will increase productivity.

The driver trainer is working on a new training module. Part of this plan is to increase efficiencies and identify areas for improvement. The plan will also educate drivers more on our clients' needs and awareness of how to better serve our clients.

Lift Line as a program of Community Bridges is participating in a 10 program agency wide data migration program that will allow the agency as a whole to identify all program services that an applicant well qualify for. For example, if a client is applying for Elderday or Meals on Wheels serveries we will be able to identify if that applicant also qualifies for Lift Line services. As a result, if qualify they will be referred to Lift Line.

18. What is different from last year's program/claim?

Community Bridges/Lift Line is requesting TDA and STA funds to assist with the same types of rides as last year.

We are requesting funding for: Medical TDA Rides, Meals on Wheels, Elderday, and the Taxi Scrip programs. Due to the RTC's B&A meeting being moved to March 21, RTC has suggesting we prepare our TDA Claims using last year's funding amounts. Lift Line is allocating the same funding amounts to the same four programs as it did FY18/19.

Using STA funds to match with 5310 funding to prolong the deration of same day and out of county transportation program and add an additional 1,700 rides.

19. Schedule of regular progress reports including an evaluation at the end of the year:

CTSA: Specialized Transportation: Quarterly to E&D TAC, RTC: Nov 2019, Jan 2020, Apr 2020, Jul 2020 and year end report 19/20

CTSA and Volunteer Center (Article 8) Only

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe.

Yes. We provide transportation that is otherwise not available to our target population.

Lift Line paratransit services are offered to low income seniors and people with disabilities that cannot drive or are not able or eligible to use METRO ParaCruz services (do not have the financial resources, have origins/destinations outside the service area, or need same-day service.)

Our out of county Medical ride service is used by residents who have no other resources, particularly due to financial restraints, to get to critical care treatment. The veterans we are currently providing paratransit services for are funded through the FTA Section 5310 Grants Program. This grant has been awarded through February 2021, and were very proud to be able to maintain this service for as long as possible, as demand for service for

this specific population has continued to grow. Even though the 5317 funds for this service came to an end, Lift Line/CTSA continues to seek other funding sources to support this service, which was an unmet need in the coordinated plan. STA funding will allow us to match 5310 funds and prolong this program and provide additional transportation for the same day and out of county program.

21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe.

Lift Line, as the CTSA, acts as the safety net transportation service for low-income seniors and disabled individuals unable to secure mobility through other programs. We coordinate and refer people regularly to other services more suited to their specialized transportation requirements, such as: METRO bus or METRO ParaCruz; local taxi services through the taxi scrip program; the Volunteer Center; Veterans Services and our in house "Out of County" Medical ride service.

We work with Watsonville, Capitola, and Santa Cruz Satellite Dialysis to provide flexible service for the clients. We help identify an individual's specific need for specialized transportation service and coordinate not only services in our County, but also for rides to neighboring counties of San Benito, Monterey and Santa Clara. In addition, Lift Line assists those who call from other parts of California, as well as from out of the state, looking for other public and specialized transportation.

Lift Line's staff will continue to participate with local and statewide transportation groups to develop coordinated processes and keep current on transportation systems for seniors and disabled residents.

22. Provide performance information, as pertinent, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246) (99246d, per 2010 Performance Audit)

All TDA reports, quarterly and annual are sent directly to the RTPA within the scheduled time schedules. These reports are included in the above listed performance measures.

23. Discuss the needs and types of the passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)

There are times during the day when it is more cost effective or necessary to use taxi to provide some of the TDA Medical rides, especially when they are short rides and more on an individual need basis, while Lift Line buses provided more of the grouped rides. Lift Line has two on-call drivers to assist with paratransit services as needed.

24. SCMTD, CTSC, Volunteer Center & RTC Only List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
- Describe any problems encountered in implementing individual recommendations.

TDA Triennial Performance Audit Recommendations:

The last TDA Triennial Performance Audit covers FYs 2013-2016.

There was one recommendation noted which states the following,

“Community Bridges Lift Line should continue to pursue funding for a driver trainer/supervisor position.

The driver trainer/supervisor position is key to maintaining a solid core of drivers qualified to operate the vehicles and provide customer service.”

Lift Line has met the last performance audit recommendation by hiring a full time driver trainer. This position was filled and started at the beginning of the FY 17/18

Documentation to Include with Your Claim:

All Claims

A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.

Statement from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

Evidence of environmental review for capital projects

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

A copy of the operating and capital budgets for the coming fiscal year

Description of capital projects, including time frame over which project will be funded and implemented

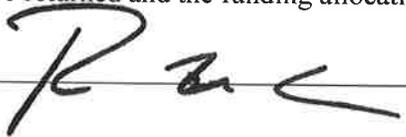
Operating Plan for current and upcoming activities – can be within project description

Article 4 Transit Claims

A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code. Other Certifications Written report of current and upcoming activities. (per RTC Rules and Regulations)

Local Agency Certification:

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

Signature  Title: Chief Executive Officer Date: October 24, 2019

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Lift Line 2018-19 TDA Claim Form Article 4 Written Report of Current and Upcoming Activities

Community Bridges Lift Line is designated as the Consolidated Transportation Services Agency (CTSA) of Santa Cruz County. Community Bridges has operated transportation under this designation since 1982.

Lift Line provides and coordinates the most accessible, reliable and safe transportation possible. We provided more than 62,000 rides in the past fiscal year to frail, elderly, and disabled county residents at no cost to the passengers. Lift Line now operates daily from 8:00 a.m. until 4:00 p.m. Hours of operation are extended in the case of emergencies, special occasion, and special requests. Lift Line also coordinates and schedules taxi rides provided outside of business hours.

With a current fleet of 16 vehicles, Lift Line provides a variety of services to assist seniors and people with disabilities in getting to where they need to go.

Current Services Offered Include:

Medi-Cal: In partnership with the Central Coast Alliance for Health, rides to medical destinations are fully covered for qualified members who have been determined to need above ADA METRO Para Cruz services.

TDA Medical Transportation: Transportation Development Act funds are used to provide medical rides (two round-trips per week) to persons qualified as low-income disabled or elderly.

Senior Dining Centers: Lift Line provides transportation to four senior dining centers throughout the County five days per week.

Taxi Scrip: Taxi Scrip is available for persons who are disabled and/or age 60 and over. Depending on income \$30 of Scrip can be purchased for \$16 or \$30 worth of Scrip for \$8 (limited amounts of Scrip available). Due to Taxi Scrip rides being down FY 19/20 Lift Line is going to temporarily lift the limit in attempts to gauge accrual demands. We have had requests from some clients wanting more than the allowed limit. The current maximum amount is \$180 worth of scrip per quarter. The cost of that Scrip would either be \$96 or \$48 depending on income.

Elderday Adult Day Health Care Transportation: Transportation is provided to the Elderday program that provides outpatient day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's type of dementia.

Outside Contracts: Lift Line is available for community events for groups needing specialized transportation accessible for the elderly and disabled.

Non-Emergency Medical Transportation: Available within Santa Cruz County for private pay.

Lift Line was able to secure FTA Section 5310 funding to continue the following services through February 2021. Lift Line will continue to provide these services and with STA funding we will be able to provide the same level of service and will not have to reduce services through the originally planned driver layoff in January 2020, and will ensure continuation through FY2021.

Out of County Medical rides: Lift Line provides door-to-door specialized transportation to low income residents who have no other way to get to medical facilities for appointments that are in Santa Clara, San Mateo, and San Francisco Counties.

Veterans' Transportation: Lift Line coordinates and provides transportation for local veterans to out of county VA outpatient medical facilities in Monterey and Palo Alto.

Veterans' Shuttle Watsonville: Lift Line coordinates and provides transportation for local veteran's form CVS located at 490 Rodriquez Street Watsonville on Wednesdays at 9:15am to Veterans Memorial Building located at 846 Front St. Santa Cruz. The return to CVS is at 2:00pm.

Same Day Medical Transportation: First come, first serve same day rides for eligible riders to medical appointments including dentist, prescription drugs, and other medical related needs.

Downtown Seniors Center: At the beginning of FY18/19 Lift Line expanded its service to provide transportation to the Louden Nelson Community Center for seniors to take classes and participate in activities. Transportation is provided during activity times Monday through Saturday.

Upcoming Activities & Challenges

Lift Line is taking early steps to do its part in reducing greenhouse gasses as part of a larger overall move of the State and SCCRTC. We have applied and received CARB Funding with leverage from Measure D funding, we were successfully awarded two 16-passenger fully electric paratransit buses and two charging stations capable of charging four electric vehicles at once. The charging station have been installed at our 240 Ford St. Watsonville location are now open to the public as well during the hours of M-F 8:30am to 4:00pm. The two electric buses are operating in the fleet and are still being tested for full integration. WE are moving the following stations to our new fleet facility on Ohlone Parkway in Watsonville.

Life Line has also been approved through the SCCRTC for LCTOP funds that will help us to expand our emissions reduction mission even further starting in 2019. The funding will be used to purchase a small 9 passenger paratransit bus and two level-3 charging station. One will be located at our fleet facility in Watsonville and the other in Felton at the Mountain Community Resources Center located at 6134 Highway 9 Felton. These stations will allow quick charging 80% in 20 minutes. They will also be open to other transit operations such as Metro and MST. We hope to help build a clean energy grid that helps accelerate the transition to ZEV (Zero Emission Vehicle) for all operations.

Lift Line has purchased a two-acre property with a 9,000 sf. building as our new operations facility. It was identified on the SCCRTC unmet needs list and Measure D 5-Year Plan. This had been the greatest existential threat to operations and we are ecstatic to report acquisition and development. Currently, we are preparing and doing renovations to the property to have the fleet, maintenance, and drivers operating from the new location, located at 545 Ohlone Parkway in Watsonville on October 30, 2019. The six office staff plan on moving to the new facility in the first few months of 2021 after drainage and paving are completed to maximize and improve the site.

Lift Line has been having challenges with Santa Cruz Yellow Cab, whom Lift Line use as subcontractors to perform overflow/backup transportation as well as provider transportation for the Taxi Script program. They have become unreliable, therefore we are actively looking for alternatives for overflow/backup transportation. They seem to be doing ok with the taxi script, but we are also looking into the viability of their partnership due to concerns with their management.

**SAFETY COMPLIANCE REPORT/
TERMINAL RECORD UPDATE**

CHP 343 (Rev. 12-17) OPI 062

NEW TERMINAL INFORMATION <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	CA NUMBER 39499	FILE CODE NUMBER 29134	COUNTY CODE 44	HCO C49
TERMINAL TYPE <input type="checkbox"/> Truck <input checked="" type="checkbox"/> Bus <input type="checkbox"/> Mod Limo	CLASS B	OTHER PROGRAMS	LOCATION CODE 720	SUBAREA

CARRIER LEGAL NAME: **Community Bridges**
 TERMINAL NAME (IF DIFFERENT): **Lift Line**
 TELEPHONE NUMBER (W/ AREA CODE): **(831) 688-8840**

TERMINAL STREET ADDRESS (NUMBER STREET CITY ZIP CODE):
240 Ford St. Watsonville, CA 95076
 MAILING ADDRESS (NUMBER STREET CITY ZIP CODE) (IF DIFFERENT FROM ABOVE):
519 Main St. Watsonville, CA 95076
 INSPECTION LOCATION (NUMBER STREET CITY OR COUNTY):
240 Ford St. Watsonville

LICENSE, FLEET AND TERMINAL INFORMATION

HM LIC NO	DWT REG NO	IMS LIC NO	TRUCKS AND TYPES	TRAILERS AND TYPES	PASS VEH BY TYPE	DRIVERS	GRT FLEET SIZE
					1 4 11 6	15	Powered
EXP DATE	EXP DATE	EXP DATE	REG CT	HW VEH	HW CONT	PPBCSAT <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Towed

TERMINALS IDENTIFIED IN SECTION 34515(b) CVC: Yes No
 FILE CODE NUMBERS OF TERMINALS INCLUDED IN INSPECTION AS A RESULT OF SECTION 34515(b) CVC:

EMERGENCY CONTACTS (In Calling Order of Preference)

EMERGENCY CONTACT (NAME): **Julie Gilbertson**
 DAY TELEPHONE NO. (W/ AREA CODE): **(831) 688-8840**
 NIGHT TELEPHONE NO. (W/ AREA CODE): **(831) 419-0933**
 EMERGENCY CONTACT (NAME): **Kirk Anee**
 DAY TELEPHONE NO. (W/ AREA CODE): **(831) 688-8840**
 NIGHT TELEPHONE NO. (W/ AREA CODE): **(831) 212-6811**

ESTIMATED CALIFORNIA MILEAGE FOR THIS TERMINAL FOR LAST YEAR [2018]

A	B	C	D	E	F	G	H	I
UNDER 15 000	15 001 - 50 000	50 001 - 100 000	100 001 - 500 000	500 001 - 1 000 000	1 000 001 - 2 000 000	2 000 001 - 5 000 000	5 000 001 - 10 000 000	MORE THAN 10 000 000

OPERATING AUTHORITIES OR PERMITS

PUC: T TCP PSC MC MX
 MOTOR CARRIER OF PROPERTY PERMIT ACTIVE: Yes No N/A
 REASON FOR INSPECTION: **Annual Bus Terminal**
 IMS FITNESS EVALUATION: Yes No

INSPECTION FINDINGS	REQUIREMENTS	VIOL	INSPECTION RATINGS: S = Satisfactory U = Unsatisfactory C = Conditional UR = Unrated N/A = Not Applicable				
			MAINTENANCE PROGRAM	DRIVER RECORDS	REG EQUIPMENT	HAZARDOUS MATERIALS	TERMINAL
MAINTENANCE PROGRAM			1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 N/A 2 3 4	1 S 2 S 3 S 4 S
DRIVER RECORDS			No 4 Time 2.5	No 12 Time 10.0	No 4 Time 4.0	TIME	TOTAL TIME 16.5
HAZARDOUS MATERIALS			<input checked="" type="checkbox"/> No H/M Transported	No H/M violations noted	No 0 Time	VEHICLES PLACED OUT-OF-SERVICE	Vehicles 0 Units 0
REMARKS	See attached report.						

INSPECTION TYPE: Non-BIT BIT
 INSPECTION DATES: **3-27-2-4-3-2019**
 TIME IN: **06:00** TIME OUT: **13:30**
 INSPECTED BY (NAME(S)): **B. Galipeaux**
 ID NUMBER(S): **A15656**
 SUSPENSE DATE: Auto None

MOTOR CARRIER CERTIFICATION

I hereby certify that all violations described hereon and recorded on the attached pages (2 through 10), will be corrected in accordance with applicable provisions of the California Vehicle Code and the California Code of Regulations. I understand that I may request a review of an unsatisfactory rating by contacting the Motor Carrier Safety Unit Supervisor at (805) 549-3261 within 5 business days of the rating.

CURRENT TERMINAL RATING: **SATISFACTORY**
 CARRIER REPRESENTATIVE'S SIGNATURE: *Julie Rae Gilbertson*
 DATE: **04-03-2019**
 CARRIER REPRESENTATIVE'S PRINTED NAME: **Julie Rae Gilbertson**
 TITLE: **CHP**
 DRIVER LICENSE NUMBER STATE

California Highway Patrol

	US DOT # 2661451	Legal: COMMUNITY BRIDGES Operating (DBA): LIFT LINE TRANSPORTATION					
MC/MX #:	State #: 39499	Federal Tax ID: 94-2460211 (EIN)					
Review Type: Non-ratable Review - Special Study							
Scope:	Termina:	Location of Review/Audit: Company facility in the U. S.		Territory:			
Operation Types	Interstate	Intrastate					
Carrier:	N/A	Non-HM	Business: Corporation				
Shipper:	N/A	N/A	Gross Revenue: _____				
Cargo Tank:	N/A		for year ending: _____				
Company Physical Address:							
236 SANTA CRUZ AVENUE APTOS, CA 95003							
Contact Name:							
Phone numbers: (1) 831-688-8840 (2) _____ Fax _____							
E-Mail Address:							
Company Mailing Address:							
236 SANTA CRUZ AVENUE APTOS, CA 95003							
Carrier Classification							
Other Intrastate							
Cargo Classification							
Passengers							
Equipment							
	Owned Term Leased Trip Leased			Owned Term Leased Trip Leased			
Minibus, 16+	4	0	0	Van, 9-15	6	0	0
Power units used in the U.S. : 10							
Percentage of time used in the U.S. : 100							
Does carrier transport placardable quantities of HM? No							
Is an HM Permit required? N/A							
Driver Information							
	Inter	Intra	Average trip leased drivers/month: 0				
< 100 Miles:		15	Total Drivers: 15				
>= 100 Miles:			CDL Drivers: 15				





LIFT LINE TRANSPORTATION (COMMUNITY BRIDGES dba) - Terminal

U.S. DOT #: 2661451

State #: 39499

Review Date:

04/03/2019

Part A

QUESTIONS regarding this report may be directed to the Commercial Vehicle Section
Motor Carrier Safety Unit at:

4115 Broad Street, Suite B-10
San Luis Obispo, CA 93401
(805) 549-3261

This TERMINAL REVIEW deals only with safety compliance at this terminal.

Person(s) Interviewed

Name: Julie Rae Gilbertson

Title: Chief Human Resources Officer

Name:

Title:





LIFT LINE TRANSPORTATION (COMMUNITY BRIDGES dba) - Terminal

U.S. DOT #: 2661451

State #: 39499

Review Date:

04/03/2019

Part B Violations

Safety Fitness Rating Information:

Total Miles Operated 50,001
Recordable Accidents 0

OOS Vehicle (CR): 0
Number of Vehicle Inspected (CR): 4
OOS Vehicle (MCMIS): 0
Number of Vehicles Inspected (MCMIS): 0

Your proposed safety rating is :

This Review is not Rated.





LIFT LINE TRANSPORTATION (COMMUNITY BRIDGES dba) - Terminal

U.S. DOT #: 2661451

State #: 39499

Review Date:

04/03/2019

Part B Requirements and/or Recommendations

1. Forms and publications are available at the CHP internet website at: <http://www.chp.ca.gov/publications/index.html>





LIFT LINE TRANSPORTATION (COMMUNITY BRIDGES dba) - Terminal

U.S. DOT #: 2661451

State #: 39499

Review Date:

04/03/2019

Part C

Reason for Review: Other Annual Bus Termina
Planned Action: Compliance Monitoring

Parts Reviewed Certification:

325 382 383 387 390 391 392 393 395 396 397 398 399 171 172 173 177 178 180

Prior Reviews

4/6/2018

1/17/2017

Prior Prosecutions

Reason not Rated: Special Study

Study Code: CA

Unsat/Unfit Information

Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?

Yes - Intrastate

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule:

Not Applicable

Corporate Contact: Julie Rae Gilbertson

Special Study Information:

Corporate Contact Title: Cheif Human Resources Officer

Remarks:

Terminal Name: Community Bridges CA# - 39499

Terminal Address: 240 Ford St Watsonville, CA 95076

FCN - 29134

Rating Information:

In accordance with 13 CCR 1233, this terminal has been rated Satisfactory at this time

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
Verified by:		Failure Code:
		Date:





California Highway Patrol
4115 Broad Street, #B-10
San Luis Obispo, CA 93401
Phone: (805) 549-3261

Internationally Accredited Agency CHP407F/343A

Report Number: CAA156560983
Inspection Date: 04/03/2019
Start: 6:11 AM PS End: 6:54 AM PS
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVENUE
APTOS, CA, 95003

USDOT: 2661451
MC/MX#: State#: 39499

Phone#: (831)688-8840
Fax#: (831)688-8302

Location: WATSONVILLE
Highway:
County: SANTA CRUZ

Driver:
License#: State:
Date of Birth:
CoDriver:
License#: State:
Date of Birth:

Milepost: Shipper: N/A
Origin:
Destination:

Bill of Lading: N/A
Cargo:

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA Existing	CVSA #
1	BU	FORD	2013	CA	7CNS136	774	1FDFE4FS1DDB12716	14500		27088845

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	HYDR	HYDR

VIOLATIONS: No violations were discovered

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks: No data for special checks

State Information:

Beat/Sub Area: C49; Odometer: 99023; File Code Number: 29134; Regulated Vehicle: Y; Pre-Cleared Vehicle: N; Fuel Type: G; Passenger Capacity: 13; Veh #1 Type: 12; WC Passenger Capacity: 2; Bus Type: 2

Report Prepared By: B. GALIPEAUX Badge #: A15656

Copy Received By: _____

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02661451 CA CAA156560983



California Highway Patrol
4115 Broad Street, #B-10
San Luis Obispo, CA 93401
Phone: (805) 549-3261
Internationally Accredited Agency CHP407F/343A

Report Number: CAA156560984
Inspection Date: 04/03/2019
Start: 7:10 AM PS End: 7:49 AM PS
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVENUE
APTOS, CA, 95003
USDOT: 2661451
MC/MX#:
State#: 39499
Location: WATSONVILLE
Highway:
County: SANTA CRUZ

Phone#: (831)688-8840
Fax#: (831)688-8302

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:
Milepost:
Origin: N/A
Destination: N/A
Shipper: N/A
Bill of Lading: N/A
Cargo: N/A
State:
State:

VEHICLE IDENTIFICATION

Table with columns: Unit, Type, Make, Year, State, Plate, EquipmentID, VIN, GVWR, CVSA Existing, CVSA #. Row 1: 1, BU, FORD, 2013, CA, 7ELG306, 776, 1FDFE4FS5DDB12718, 14500, 27088846

BRAKE ADJUSTMENTS

Table with columns: Axle #, Right, Left, Chamber. Row 1: 1, 2, N/A, N/A, N/A, N/A, HYDR, HYDR

VIOLATIONS: No violations were discovered

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks: No data for special checks

State Information:

Beat/Sub Area: C49; Odometer: 84203; File Code Number: 29134; Regulated Vehicle: Y; Pre-Cleared Vehicle: N; Fuel Type G; Passenger Capacity: 15; Veh #1 Type: 12; WC Passenger Capacity: 1; Bus Type: 2

Report Prepared By: B. GALIPEAUX
Badge #: A15656

Copy Received By:

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02661451 CA CAA156560984



California Highway Patrol
4115 Broad Street, #B-10
San Luis Obispo, CA 93401
Phone: (805) 549-3261

Internationally Accredited Agency CHP407F/343A

Report Number: CAA156560985
Inspection Date: 04/03/2019
Start: 7 58 AM PS End: 8 41 AM PS
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVENUE
APTOS, CA, 95003

USDOT: 2661451
MC/MX#:
State#: 39499

Location: WATSONVILLE
Highway:
County: SANTA CRUZ

Phone#: (831)688-8840
Fax#: (831)688-8302

Driver:
License#:
Date of Birth:
CoDriver:
License#:
Date of Birth:

State:

State:

Milepost:
Origin: N/A
Destination: N/A

Shipper: N/A

Bill of Lading: N/A
Cargo: N/A

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA Existing	CVSA #
1	BU	FORD	2013	CA	7ELG402	777	1FDFE4FS2DDB16130	14500		27088847

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	HYDR	HYDR

VIOLATIONS: No violations were discovered

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks: No data for special checks

State Information:

Beat/Sub Area: C49; Odometer: 79754; File Code Number: 29134. Regulated Vehicle: Y. Pre-Cleared Vehicle: N. Fuel Type: G; Passenger Capacity: 17; Veh #1 Type: 12; WC Passenger Capacity: 2; Bus Type: 1

Report Prepared By: Badge #
B GALIPEAUX A15656

Copy Received By

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California Highway Patrol
4115 Broad Street, #B-10
San Luis Obispo, CA 93401
Phone: (805) 549-3261

Internationally Accredited Agency CHP407F/343A

Report Number: CAA156560986
Inspection Date: 04/03/2019
Start: 8:55 AM PS End: 9:40 AM PS
Inspection Level: V - Terminal
HM Inspection Type: None

COMMUNITY BRIDGES
236 SANTA CRUZ AVENUE
APTOS, CA, 95003

USDOT: 2661451

MC/MX#:

State#: 39499

Location: WATSONVILLE

Highway:

County: SANTA CRUZ

Phone#: (831)688-8840

Fax#: (831)688-8302

Driver:

License#:

Date of Birth:

CoDriver:

License#:

Date of Birth:

State:

State:

Milepost:

Shipper: N/A

Origin: N/A

Destination: N/A

Bill of Lading: N/A

Cargo: N/A

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA Existing	CVSA #
1	BU	FORD	2013	CA	83314L1	771	1FDFE4FS2DDA56950	14500		27088848

BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	HYDR	HYDR

VIOLATIONS: No violations were discovered

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks: No data for special checks

State Information:

Beat/Sub Area: C49; Odometer: 103689; File Code Number: 29134; Regulated Vehicle: Y; Pre-Cleared Vehicle: N; Fuel Type: G; Passenger Capacity: 16; Veh #1 Type: 12; WC Passenger Capacity: 2; Bus Type: 1

Report Prepared By:
B. GALIPEAUX

Badge #:
A15656

Copy Received By:

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COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA/STA 2019-20 BUDGET

EXHIBIT A, Page 1 of 3

ACCOUNT TITLE	TDA	STA	Non-TDA	CTSA	TDA	Non-TDA	CTSA
	2019-20 BUDGET	2019-20 BUDGET	2019-20 BUDGET	2019-20 BUDGET	2018-19 BUDGET	2018-19 BUDGET	2018-19 BUDGET
PERSONNEL:							
Salaries & Wages	340,097	64,015	600,274	1,004,386	289,292	616,622	905,914
Fringe Benefits: Unemployment	2,571	480	4,482	7,533	1,691	4,069	5,760
Workers Comp	10,886	3,218	28,706	42,810	9,076	29,576	38,652
Health Insurance	48,412	12,602	87,585	148,600	38,551	89,887	128,438
FICA	21,120	4,897	49,674	75,691	21,753	46,570	68,322
401K Plan	1,704	256	2,985	4,345	1,138	1,825	2,963
TOTAL PERSONNEL COSTS:	424,191	85,468	773,705	1,283,364	361,500	788,549	1,150,049
SERVICES & SUPPLIES:							
OPERATING:							
Vehicle Operations-Fuel	43,245		62,474	105,719	44,074	58,298	102,372
Vehicle Licenses	3,482		6,144	9,626	2,413	6,663	9,076
Vehicle Repair & Maintenance	12,086		18,559	30,645	12,671	17,315	29,986
Vehicle Insurance	30,224		33,974	64,198	31,783	20,209	51,992
Communications-Radio	17,752		23,027	40,779	17,543	22,359	39,901
TOTAL VEH. OPERATING COSTS:	106,790		144,177	250,967	108,484	124,843	233,327
OTHER OPERATING & ADMINISTRATION COSTS:							
Professional Services	2,524		105,102	107,626	2,450	108,179	110,629
Janitorial Services/Supplies	906		1,598	2,504	1,614	836	2,450
Legal services/Audit	0		21,129	21,129	0	13,091	13,091
Publicity/Media	0		9,103	9,103	150	9,331	9,481
Special Events	0		700	700	0	566	566
Staff travel	808		0	808	0	791	791
Minor Equipment	1,230		2,171	3,401	1,526	2,469	3,995
Equip Maintenance/Repair	3,467		1,971	5,438	3,970	1,351	5,321
Office Supplies	1,313		2,315	3,628	1,988	1,466	3,454
Program Supples	2,059		3,557	5,616	2,173	1,550	3,723
Vehicle Maintenance Supplies	39		70	109	69	39	108
Computer Supplies/Related	571		1,007	1,578	1,008	536	1,544
Postage	265		468	733	486	1,274	1,760
Space Rental	6,512		11,488	18,000	29,203	14,915	44,118
Utilities	4,629		8,167	12,796	12,342	6,447	18,789
Space Maintenance	905		1,598	2,503	1,543	907	2,450
Telephone	1,553		2,741	4,294	2,768	1,434	4,202
Misc Fees	1,990		3,510	5,500	23	19,894	19,917
Staff Training	2,000		0	2,000	1,336	1,162	2,498
Insurance-General Liability & Fidelity	3,130		5,521	8,651	3,824	2,633	6,457
Memberships/Subscriptions	690		0	690	404	226	630
Printing & Copying	115		209	324	665	2,682	3,347
Advertising (Recruitment)	65		114	179	145	30	175
Interest Income	0		121,250	121,250	0	0	0
Subsidized Taxi - Elderday Rides	0		251	251	0	246	246
Subsidized Taxi - MOW Rides	0		5,569	5,569	0	5,449	5,449
Subsidized Taxi - LL Rides	27,636		0	27,636	26,571	470	27,041
Subsidized Taxi - Scrip	28,447		0	28,447	27,835	0	27,835
Nonsubsidized Taxi-Measure D Svcs	0		4,866	4,866	0	6,718	6,718
Trxfer to/from Equip Reserve	49,854		0	49,854	0	0	0
Additional Equipment Reserve	0		20,961	20,961	0	0	0
300 Facility Reserve	0		182,306	182,306	0	0	0
Major Equipment - 5310	0		402,927	402,927	0	0	0
Major Equipment - Non-5310	0		0	0	0	0	0
Major Equipment CARB	0		0	0	0	254,914	254,914
Major Equipment LCTOP	0		0	0	0	17,005	17,005
300 Property Fixed Asset	0		192,534	192,534	0	500,000	500,000
Leasehold Improvements	0		0	0	0	0	0
Depreciation Equipment	0		3,840	3,840	0	3,840	3,840
Agency Overhead	105,725	14,531	148,396	268,652	102,997	104,358	207,355
TOTAL ADMINISTRATION COSTS:	246,433	14,531	1,265,438	1,526,403	225,091	1,084,809	1,309,899
TOTAL EXPENDITURES	777,414	100,000	2,183,320	3,060,734	695,074	1,998,201	2,693,275
TOTAL REVENUES	777,414	100,000	2,183,320	3,060,734	695,074	1,998,201	2,693,275
NET GAIN (LOSS)	(0)	0	0	0	(0)	0	0

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA/STA 2019-20 BUDGET

EXHIBIT A, Page 2 of 3

ACCOUNT TITLE	TDA/STA 2019-20 BUDGET		Non-TDA 2019-20 BUDGET	CTSA 2019-20 BUDGET	TDA 2018-19 BUDGET	Non-TDA 2018-19 BUDGET	CTSA 2018-19 BUDGET
REVENUE:							
TDA	777,414		0	777,414	695,074	0	695,074
STA		100,000	0	100,000	0	0	0
City of Capitola			30,600	30,600		30,600	30,600
City of Scotts Valley			3,316	3,316		3,245	3,245
City of Watsonville			3,500	3,500		2,500	2,500
County of Santa Cruz			15,000	15,000		15,000	15,000
County of SC-Measure D Sales Tax			833,490	833,490		933,068	933,068
Transfer From Measure D Reserve			0	0		142,102	142,102
Area Agency on Aging-Title IIIB			38,124	38,124		39,267	39,267
FTA Section 5310-Traditional			402,927	402,927		0	0
FTA Section 5310-Expanded			112,175	112,175		199,083	199,083
Monterey Peninsula Foundation			40,000	40,000		40,000	40,000
Calif Air Resources Board (CARB)			10,114	10,114		219,521	219,521
LCTOP			275,309	275,309		17,296	17,296
Medi-Cal (Central Coast Alliance for Health)			0	0		1,422	1,422
Additional TDA Vehicle Reserve			20,961	20,961		0	0
Outside Contracts-Other			24,604	24,604		12,000	12,000
Scrip - Client Payments			8,426	8,426		8,245	8,245
MOW Intra-Program Charges			42,500	42,500		42,500	42,500
Elderday Intra-Program Charges			299,508	299,508		277,140	277,140
Donations			1,500	1,500		2,546	2,546
Program Income-Other			2,600	2,600		0	0
Vehicle Maintenance Intra-Program Charges			12,666	12,666		12,666	12,666
Vehicle Sales			6,000	6,000		0	0
TOTAL REVENUES	777,414	100,000	2,183,320	3,060,734	695,074	1,998,201	2,693,275

COMMUNITY BRIDGES - LIFT LINE / CTSA
TDA/STA 2019-20 BUDGET

EXHIBIT A, Page 3 of 3

OPERATING FUND SOURCES	CTSA	CTSA	CTSA
	FINAL FY 17-18	BUDGET FY 18-19	BUDGET FY 19-20
TDA	664,920	695,074	777,414
STA	0	0	100,000
City of Capitola	47,934	30,600	30,600
City of Scotts Valley	3,144	3,245	3,316
City of Watsonville	2,500	2,500	3,500
County of Santa Cruz	15,000	15,000	15,000
Additional TDA Vehicle Reserve	0	0	20,961
County of SC-Measure D Sales Tax	348,725	933,068	833,490
Transfer From Measure D Reserve	0	142,102	0
CARB	0	219,521	10,114
LCTOP		17,296	275,309
Area Agency on Aging-Title IIIB	38,448	39,267	38,124
FTA Section 5310-Expanded	92,512	199,083	112,175
Monterey Peninsula Foundation	40,000	40,000	40,000
Community Fdn of SC	6,667	0	0
Medi-Cal (Central Coast Alliance for Health)	50,978	1,422	0
Outside Contracts-Other	32,374	12,000	24,604
Scrip - Client Payments	8,771	8,245	8,426
Scrip - Health Project Center	2,124	0	0
MOW Intra-Program Charges	42,500	42,500	42,500
Elderday Intra-Program Charges	307,572	277,140	299,508
Donations	17,122	2,546	1,500
Vehicle Maintenance Intra-Program Charges	9,893	12,666	12,666
Vehicle Sales	3,000	0	6,000
Misc Income	2,158	0	2,600
SUBTOTAL REVENUES	1,736,341	2,693,275	2,657,807
SECTION 5310 - PASS THRU		0	402,927
TOTAL REVENUES	1,736,341	2,693,275	3,060,734

EXHIBIT B

**CTSA FIVE YEAR CAPITAL IMPROVEMENT PLAN 19/20
FISCAL YEARS: 18/19 THROUGH 22/23**

CAPITAL REVENUE					
	Projected 2018-2019	Projected 2019-2020	Projected 2020-2021	Projected 2021-2022	Projected 2022-2023
Fund Balance	\$28,383	\$431,310	\$40,806	\$40,867	\$40,929
FTA Section 5310	\$402,926	\$0	\$197,554	\$0	\$0
Addition to Fund	\$0	\$70,805	\$0	\$0	\$0
Fund Interest	\$1	\$1	\$61	\$61	\$61
Total	\$431,310	\$502,116	\$238,421	\$40,929	\$40,990
CAPITAL EXPENDITURES					
	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Equipment Purchase	\$0	\$461,310	\$197,554	0	\$0
Major Maintenance	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$461,310	\$197,554	\$0	\$0
Year-End Balance	\$431,310	\$40,806	\$40,867	\$40,929	\$40,990

Notes:

- 1 As capital grants are indefinite, and as capital equipment arrival dates vary, projected figures may require adjustment.
- 2 In 18/19 Lift Line received 10 MDT's, 4 2-Way Radios and 8 Computer Workstations.
- 3 In 19/20 we received 4 buses and expect the 5th bus later in the FY.
Lift Line will also purchase a vehicle lift with two rolling bridge jacks, the estimated cost is \$30,000
- 4 Equip Purchase in 20/21 is for 3 Minivans and a net work computer server.
\$40,806 of TDA funds are being put into reserve 19/20 to be used towards matching funds.

EXHIBIT C-1 Lift Line / CTSA FY19/20 OPERATING PLAN

The Lift Line program provides demand-responsive, specialized non-emergency health and medical transportation for low-income seniors and disabled residents of Santa Cruz County. Riders are not charged a fare for the service. Service is generally provided from 8:00 AM to 4:00 PM, seven days a week (with the exception of published holidays), while Lift Line also coordinates additional services on behalf of its clients outside these hours.

Service is focused on individuals that live outside the METRO ParaCruz service area, those who are unable to afford the METRO ParaCruz fare, those that do not meet the ADA complementary paratransit eligibility requirements, those needing same day service, and those that need a higher level of service than can be provided by METRO ParaCruz. Lift Line operates a fleet of 19 wheelchair accessible vans. Transportation is provided to destinations such as doctors' offices, pharmacies, Elderday Adult Day Health Care, Senior Dining Centers, out of county medical destinations, dialysis sites, and various medical therapy appointments. Clients are generally asked to book their medical rides between 8:30am and 3:30pm.

Lift Line is seeking to continue TDA Medical Rides service and ensure this service reaches those with the most need. Lift Line projecting 5,620 TDA Medical Rides for FY 19/20. The TDA Medical Rides program serves as a safety net service for medical rides outside the ADA mandated METRO paratransit service areas. Eligible individuals may schedule rides to medical destinations as late as one day in advance, with no fares collected. Currently all of the residents that receive medical rides are low income and below the federal 200% poverty level. Lift Line staff continue to update participant applications to reflect the new Federal Government poverty level guidelines to ensure income and disability eligibility is maintained by participants.

Lift Line also coordinates with the local taxi companies to offer the Taxi Scrip (TS) program. Lift Line is projecting 3,200 Taxi Scrip rides in FY 19/20.

The Taxi Scrip program serves as a safety net service for medical rides and non-medical rides needed outside the ADA-mandated METRO paratransit service areas. Individuals may purchase subsidized taxi scrip so that they can directly schedule taxi rides. Taxi companies own and operate vehicles that are fully accessible for mobility devices such as wheelchairs. Currently all residents that receive Taxi Scrip at a discount are low income and below the federal 200% poverty level. Lift Line staff continue to update the TDA applications to reflect the new Federal Government poverty level guidelines. Area taxi service providers include: Courtesy Cab, and Santa Cruz Cab. Lift Line provides ongoing monitoring and assessment of the program to ensure that eligibility criteria are met, safety criteria are met by subcontractors, and to ensure there is no abuse of this vital program. Currently clients can purchase three \$10.00 books, for a total of \$30.00 worth of scrip, for \$8.00 which would give them approximately one (1) or two (2) rides per book. There is currently a limit to purchase six books per person per quarter.

Lift Line is projecting 11,878 Meals on Wheels rides for FY 19/20, 5,605 of which will be funded with TDA funds.

We are on track to meet our projected goal for the current fiscal year. Lift Line will continue to coordinate with the Meals on Wheels program to help them meet any increase attendance demands at all of the senior dining centers. Lift Line continues to meet with the Meals on Wheels Program Director and site managers to review unmet transportation service needs.

Lift Line is projecting 21,998 Elderday rides in FY 19/20, of which 9,100 are funded by TDA.

The Elderday program provides outpatient adult day health care to seniors and community residents who need constant care, and/or are diagnosed with dementia or Alzheimer's disease. Almost all of these participants use wheelchairs or walkers, and require vans with lifts. Generally, these clients are very frail and need personal, door-to-door assistance. Elderday rides are reflective of the level of client service that Lift Line drivers provide to patients with critical needs.

Lift Line staff will continue to work with the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in identifying and addressing unmet needs.

Lift Line continues to work with the E&D TAC in meeting the Unmet Transit and Paratransit Needs as well as the recommendations of the Paratransit Coordination Task Force. For those who don't qualify for METRO ParaCruz or MediCal assistance, we will continue to help them complete the required paperwork to make it easier for them to use the current TDA programs that meet their specific needs. In our role as the Consolidated Transportation Service Agency, Lift Line will continue working with other transportation providers to ensure maximum efficiency and coordination of rides for all residents.

Lift Line will continue to focus its resources on transportation needs that are not being met by other paratransit services, such as ADA-mandated METRO ParaCruz.

Through TDA funding, Lift Line will continue to serve those not eligible for METRO ParaCruz service, specifically low-income individuals who cannot afford the \$8.00 to \$12.00 round-trip METRO ParaCruz fare, those who don't meet the strict ADA qualifications, and those with origins/destinations outside of the METRO ParaCruz service area. Because Lift Line provides safety net services to those ineligible or unable to use other services, its goal is to provide flexible programs, scheduling, and dispatching that can respond to the changing needs of all participants.

Community Bridges maintains comprehensive auto and general liability coverage, including the City of Santa Cruz and SCCRTC as additional insured parties. A copy of each insurance certificate shall be filed with the City and with SCCRTC.

**OPERATION PLAN SERVICE OF UNITS
EXHIBIT C-2
2019 / 2020**

TABLE 1 - TDA/STA PROPOSED SERVICE UNITS								
	TAXI SCRIP	MEDICAL TDA	MEALS ON WHEELS	ELDERDAY	STA FUNDING	TOTAL UNITS	TOTAL	
FUNDS ALLOCATED	\$69,960	\$331,162	\$101,008	\$225,430	\$100,000	24,939	\$827,560	
OPERATING COST	\$13.36	\$34.85	\$10.24	\$13.16	\$39.89			
A. PROGRAM MANAGEMENT i.e., Mgmt Personnel: Director, Fleet Mgr, Admin Asst, Info Mgr, Rent, Liability Insur., Phone, Supplies, etc.	\$5.33	\$16.55	\$6.36	\$7.99	\$20.55			
B. ADMINISTRATION 14.5314% of total cost per unit.	\$3.17	\$7.52	\$1.42	\$3.63	\$10.28			
TOTAL COST PER SERVICE UNIT	\$21.86	\$58.93	\$18.02	\$24.77	\$70.72			
19/20 PROJECTED TDA/STA UNITS OF SERVICE	3,200	5,620	5,605	9,100	1,414	24,939		
EQUIPMENT PURCHASE MATCH								\$49,854
TOTAL TDA/STA CLAIM REQUEST								\$877,414

NON-TDA/STA SUPPORTED

TABLE 2 - OTHER CTSA SERVICE UNITS							
	Meals on Wheels	Elderday Services	Section 5310 Medical	Measure D Paratransit	Dialysis	Total Units	Total
Funds Allocated	\$113,040	\$319,508	\$112,175	\$460,446	\$0		\$1,005,169
Revenue per Service Unit	\$18.02	\$24.77	\$70.72	\$92.09	\$0.00		
19/20 Projected Units of Service	6,273	12,898	1,586	5,000	0	25,757	
Other Income (Including CARB and LCTOP)							\$402,180
Total Operating Income							\$1,407,349
Measure D Facility/Equip Reserves							\$373,044
FTA Section 5310-Capital Equipment							\$402,927
TDA/ STA Claim							\$877,414
Grand Total							\$3,080,734

ROLLUP OF ALL RIDES

TABLE 3 - ALL SERVICE UNITS TOTALED (Total tables 1 and 2, units of service, to equal table 3 totals)								
	Taxi Scrip	TDA Medical	Meals on Wheels	Elderday Services	Section 5310 Medical	Measure D Paratransit	Dialysis	Total Units
19/20 Total Ride Projections	3,200	5,620	11,878	21,998	3,000	5,000	0	50,696

Exhibit D

Schedule of Payments FY: 2019-2020 STA Claim Lift Line CTSA

Total	\$100,000
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Preferred Method and Schedule for TDA fund distribution: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount.

EXHIBIT E Lift Line / CTSA 19/20 Statement of Role and Responsibility

Community Bridges has been the designated Consolidated Transportation Services Agency (CTSA) since 1982. CTSA's are authorized under California Government Code Sections 15975 and 15950-15952 which were enacted pursuant to the Social Service Transportation Improvement Act. The purpose of the CTSA is to improve transportation required by social service recipients by promoting the consolidation and coordinating of social service transportation. As the Consolidated Transportation Service Agency, Community Bridges Lift Line will continue to coordinate and consolidate transportation services with other transportation and human service agencies in order to provide the most efficient transportation possible. Lift Line will continue to work with Santa Cruz County School Districts, Human Services Department of the County of Santa Cruz, County Office of Education, Veterans Service Offices in Santa Cruz and Palo Alto, Hospice of Santa Cruz County, as well as hospitals and other medical facilities. Community Bridges Lift Line will also continue working closely with the RTPA and to help with the unmet needs identified in the TriCounty AMBAG Coordinated Plan. Community Bridges Lift Line will also continue working with local non-profit organizations and other human service and medical facilities in neighboring counties to continue to define and create an effective mobility management center to help mobilize resident with various disabilities, low income and senior populations to travel easily throughout our County as well as to travel seamlessly throughout our tri-county Monterey Bay region and the San Francisco Bay Area.

As the CTSA, Community Bridges Lift Line will continue coordination to improve and identify the need for specialized transportation equipment. If the equipment funded through Caltrans 5310 isn't reaching its proposed requirements through their contract, the equipment can be recaptured and its use coordinated through other identified paratransit service needs. We will continue to offer training to ensure that not only Lift Line staff operates in a safe and sensitive manner, but will continue to offer expertise and training for other transportation providers in the County.

Pursuant to the CTSA designation for Santa Cruz County, Community Bridges operates the Lift Line transportation program, which will continue to take a lead, and work closely with the RTPA, to continue to help identify unmet transportation needs, coordinate and provide social service transportation services to low-income seniors, disabled residents, underserved populations and other identified individuals in Santa Cruz County. Lift Line will continue to directly address the issues identified through the unmet needs process by providing rides to medical appointments (including dialysis), alternative care, mental health and various medical transportation needs.

Exhibit F
Reporting Period and Performance Measures
FY: 2019-2020 TDA/STA Claim
Community Bridges' Life Line CTSA

	Reporting Period	Due
1.	Fiscal Year: 2019/20	11/15/19
2.	1 st Quarter, 7/1/19 through 9/30/19	01/15/20
3.	2 nd Quarter, 10/1/19 through 12/31/19	04/15/20
4.	3 rd Quarter, 1/1/20 through 3/31/20	07/15/20
5.	4 th Quarter, 4/1/20 through 6/30/20	11/15/20
6.	Annual Evaluation, Fiscal Year 2019/2020	11/15/20

Performance Measures to be included in Quarterly Reports

The quarterly reports are to include the following:

1.	Unduplicated passengers per month
2.	Total passenger trips (units of service) per month
3.	Incidents per month

4.	Accidents per month
5.	Mechanical failures* (including lift failure) per month
6.	No-shows per month
7.	Turndowns or referrals per month
8.	Cancel per month
9.	Donations per month
10.	Total operating cost per passenger
11.	Total operating cost per vehicle service hour
12.	Total passengers per vehicle service hour
13.	Total passengers per vehicle service mile
14.	Van mileage per program

*Mechanical failure means any problem which results in a delay of one hour or longer, or cancellation of service.

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Rachel Moriconi, Senior Transportation Planner

RE: **Amended** Fiscal Year 2019-20 Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for the Santa Cruz Metropolitan Transit District

RECOMMENDATION

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

1. Review the amended FY 2019-20 Transportation Development Act (TDA) and State Transit Assistance (STA) claim from the Santa Cruz Metropolitan Transit District, allocating all but \$100,000 of STA funds to METRO and increasing TDA allocation to match the fall RTC budget amendment.
-

BACKGROUND

The Regional Transportation Commission (RTC) is responsible for allocating Transportation Development Act-Local Transportation Funds (TDA-LTF) funds, as well as TDA-State Transit Assistance funds (STA). TDA funds are generated from the ¼ cent state sales tax. State Transit Assistance (STA) funds are generated from the sales tax on diesel fuel.

STA includes population-based formula funds (PUC Section 99313) which are available for projects approved by the RTC, as well as Santa Cruz Metropolitan Transit District's (METRO) estimated revenue-based formula share (PUC Section 99314). Both the METRO and the RTC-formula allocations of STA funds pass through the RTC budget. Historically the RTC allocated 100% of the region's shares of STA to METRO, as the only public transit operator in Santa Cruz County. However with clarification by the State of eligible entities and with SB 1 nearly doubling funding for the STA program, in December 2017, the RTC approved a policy to make some of the region's population-formula shares (PUC Section 99313) of STA and State of Good Repair (SGR) funds available for eligible community transportation projects and services in addition to METRO projects and services.

Earlier this year, the E&DTAC reviewed and the RTC approved a claim from Santa Cruz METRO for TDA funds, as well as 85% of the regional share of STA PUC Section 99313 funds and 100% of the METRO 99314 share of funds, leaving 15% of the regional share of STA funds for future programming. At its September 5, 2019 meeting, the RTC took action to hold in abeyance for three years the 2017 RTC policy that would have made some STA and SGR funds available to community transportation projects and services, and instead indicated its intent to allocate \$100,000 per year of the RTC's population shares (PUC 99313) of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to allocate the balance of the RTC's FY19/20-FY21/22 shares of State Transit

Assistance (STA) and 100% of the region's population shares (PUC 99313) of FY19/20-FY21/22 SB1-transit State of Good Repair funds to Santa Cruz METRO. In August 2019, the State Controller's Office (SCO) also updated STA revenues estimates for FY19/20 and the RTC budget is being amended to reflect the updated STA estimates.

DISCUSSION

Based on RTC's September 2019 action and updated SCO revenue estimates, METRO has submitted an amended TDA/STA claim, which outlines how the METRO proposes to use STA PUC 99313 and PUC 99314 funds in FY19/20. Based on the August 2019 SCO estimates, \$100,000 of STA funds will be allocated to Lift Line (see separate staff report), with the balance (estimated \$4,804,379) allocated to METRO. This is approximately \$273,000 higher than the previous claim amount. The actual amount of STA funds to METRO will be adjusted based on actual revenues generated and received from the SCO.

Based on actual FY18/19 Transportation Development Act (TDA) revenues, the RTC is also amending its budget to increase FY19/20 apportionments to TDA-recipients. This includes approximately \$400,000 over the amount originally approved for METRO, for a total of approximately \$7.9 million in FY19/20. The actual amount of TDA funds to METRO will be adjusted based on actual revenues generated and received.

As shown in METRO's amended TDA/STA claim (Attachment 1), METRO proposes to use all of the FY20 TDA funds and most of the FY20 STA on operations. METRO proposes to use approximately \$400,000 of STA revenue for capital projects.

Staff recommends that the E&D TAC review the amended FY 2019-20 claim for TDA and STA funds from the Santa Cruz Metropolitan Transit District and recommend approval by the Regional Transportation Commission.

SUMMARY

Based on funding allocation decisions made by the Regional Transportation Commission regarding additional State Transit Assistance (STA) funding generated by Senate Bill 1 (SB1) and updated Transportation Development Act (TDA) revenue estimates, an amended claim has been submitted by the Santa Cruz Metropolitan Transit District for TDA and STA funds.

Attachment 1: Amended Santa Cruz Metropolitan Transit District TDA/STA Claim

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October 21, 2019

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

Dear Mr. Preston:

The Santa Cruz Metropolitan Transit District's revised FY20 Transportation Development Act (TDA) Claim Form is enclosed. METRO is the single fixed-route and ADA-mandated complementary paratransit provider in Santa Cruz County and is responsible for all operations, maintenance and administration, including civil rights compliance, in accordance with federal, state and local requirements. The revised claim includes an additional \$381,050 in anticipated TDA-LTF and an additional \$400,404 in STA and SGR funds, based on updated SCO and RTC estimates. METRO will allocate all of the FY20 TDA-Local Transportation Fund (TDA-LTF) revenue to the operating budget and its FY20 TDA-State Transit Assistance (TDA-STA) revenue to the operating and capital budgets. The respective TDA-LTF and TDA-STA allocations are shown in the *Santa Cruz Metropolitan Transit District FY20 & FY21 Preliminary Operating Budget* and the *FY20 Preliminary Capital Budget* attached to the Claim form.

Santa Cruz METRO requests a revised total of \$13,475,156 in TDA-LTF and TDA-STA funds allocated in the Santa Cruz County Regional Transportation Commission's FY20 Work Program and Budget as summarized below:

TDA – LTF FY20 Transit Operations	\$7,912,960
TDA – STA FY20 Sec 99313 Operations and Capital	\$2,297,517
TDA – STA FY20 99314 Operations and Capital	\$2,506,862
STA-SGR FY20 85% of 99313 Vehicle Replacements	\$370,461
STA-SGR FY20 99314 Vehicle Replacements	\$387,356
Total	\$13,475,156

Santa Cruz METRO is claiming this additional funding as part of a revised TDA Claim for FY20 TDA-STA funds generated from the diesel excise tax (Revised estimates in draft Nov. 7 RTC budget (STA/SGR per 8/19 SCO). If TDA funding levels vary from the budgeted amount during FY20, the SCCRTC will revise the TDA allocations to METRO in accordance with an amended FY20 SCCRTC Work Program and will pay METRO the revised amount of TDA funds without further action from METRO.

The FY20 TDA Claim has been prepared with the most recently available budget and system performance data in accordance with the SCCRTC's guidance and Caltrans TDA Statutes. Please call me if you need additional information.

Sincerely,

Alex Clifford
CEO/General Manager

cc: Maura F. Twomey, AMBAG

**Transportation Development Act (TDA) – Local Transportation Funds and
State Transit Assistance (STA)
FY20 CLAIM FORM**

Project Information

1. Project Title: Revised FY20 Santa Cruz METRO Operating and Capital Assistance
2. Implementing Agency: Santa Cruz Metropolitan Transit District (METRO)
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim:

	<i>Approved 5/9/2109</i>	<i>Revised 10/19/2019</i>
TDA-LTF (FY18/19)	\$ 7,531,910	\$7,912,960
TDA-STA 99313	\$ 2,283,432	\$2,297,517
TDA-STA 99314	\$ 2,247,537	\$2,506,862
SGR 99313	\$ 318,112	\$370,461
SGR 99314	\$ 313,111	\$387,356

5. Fiscal Year (FY) for which funds are claimed: FY20
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - Article 8 Bicycle and/or Pedestrian Facility
 - Article 4 Public Transportation
 - Article 8 Specialized Transportation
 - Article 3 & 8 TDA Admin or Planning

7. Contact Person/Project Manager
 Name: Alex Clifford, CEO/General Manager
 Telephone Number: (831) 426-6080 E-mail: aclifford@scmtd.com
 Secondary Contact (in event primary not available): Wondimu Mengistu, Grants/Legislative Analyst
 Telephone Number: (831) 420-2580 E-mail: Wmengistu@scmtd.com

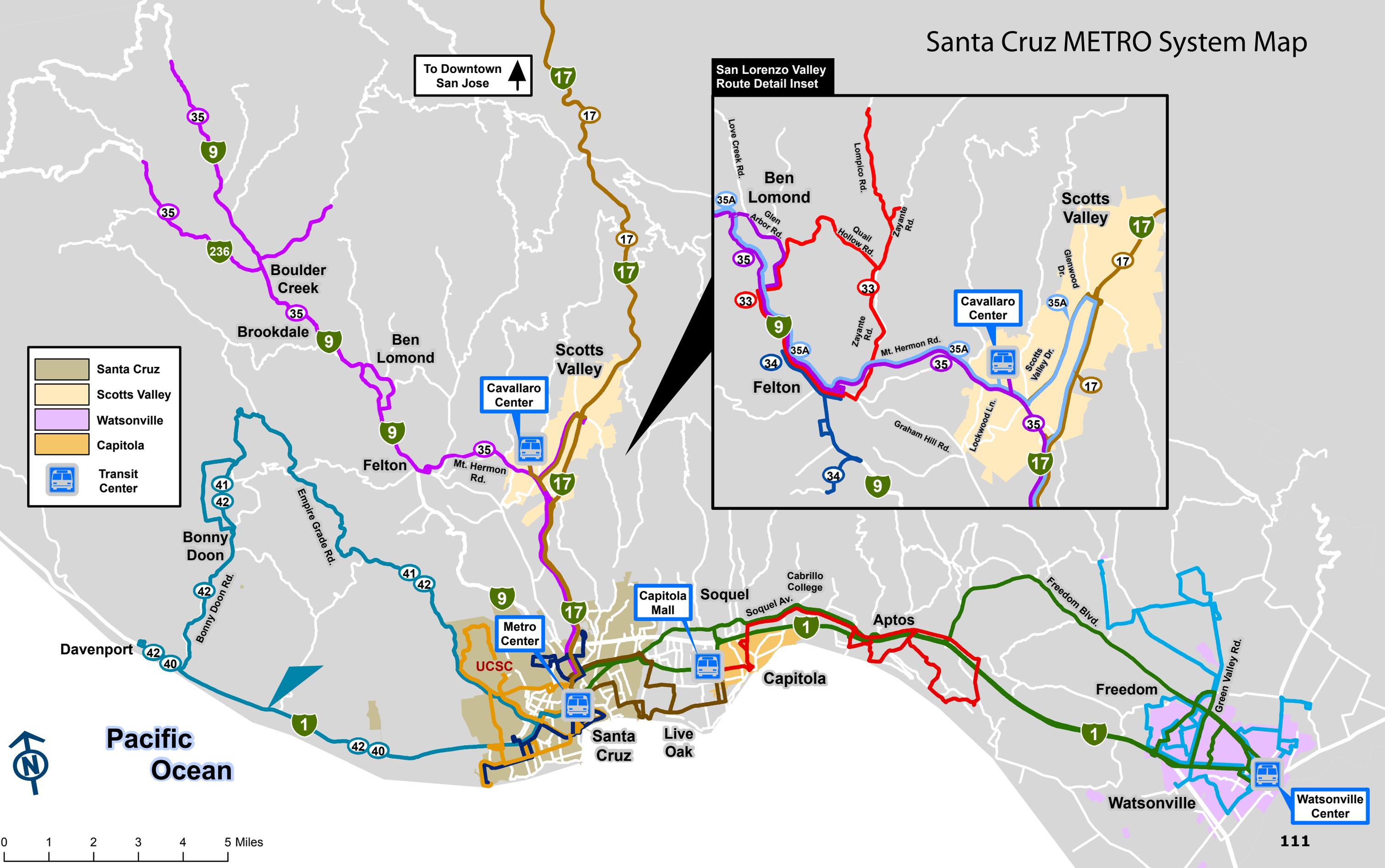
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks.

This project provides \$12,327,542 for fixed-route public transit and ADA complementary paratransit operations in Santa Cruz County and \$1,147,614 for capital improvements. Fixed-route public transit operations require a maximum fleet of 76 buses serving 26 routes throughout Santa Cruz County, including the Highway 17 Express AMTRAK feeder service between Santa Cruz and San Jose (Diridon Station). ParaCruz, METRO’s complementary paratransit service, operates 32 accessible vans in demand-response service for persons who, due to disability, cannot access the fixed-route system.

FY20 SGR Capital funds (\$757,817) and \$389,797 in STA funds transferred to the capital budget contribute \$1,147,614 of \$3,000,000 in capital funding to procure replacement buses that have exceeded their useful lifespan.

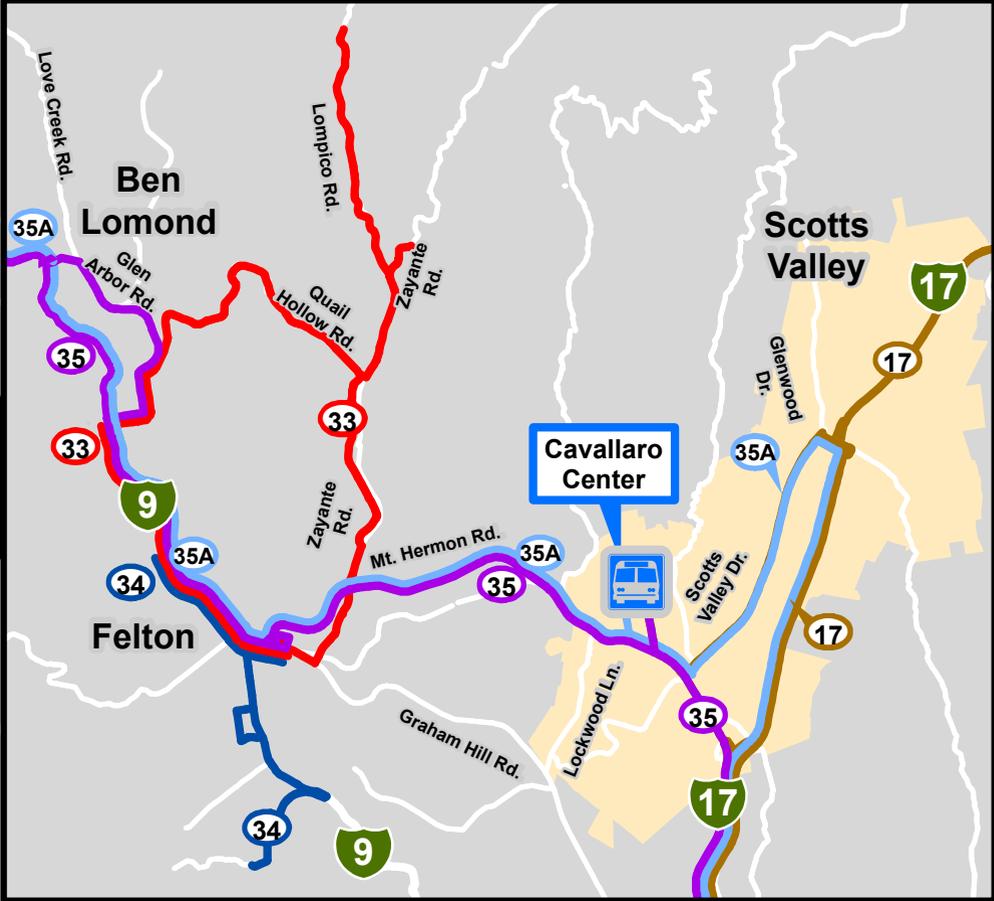
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names); METRO Service Area

Santa Cruz METRO System Map



To Downtown
San Jose

San Lorenzo Valley Route Detail Inset



	Santa Cruz
	Scotts Valley
	Watsonville
	Capitola
	Transit Center



0 1 2 3 4 5 Miles

10. Justification for the project: (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

This project provides financial support for fixed-route public transit and paratransit service in Santa Cruz County and critical capital improvement funds to replace and/or refurbish buses that are beyond their useful lifespan. Public transit is lifeline transportation for residents who do not have access to a privately owned vehicle and offers an alternative transportation mode choice for others. Increasing public transit ridership is a goal of the 2040 RTP, and TDA/STA financial assistance is required to sustain current levels of transit service, which will support ridership growth in subsequent years.

While METRO has been successful in obtaining capital grants to replace some of its aging fleet, it still needs additional capital funds to replace the backlog of old buses which need to be replaced. METRO continues to operate buses, which are beyond their useful life, and is purchasing new, low and no-emission buses to transition to a 100% zero-emission fleet by 2040. METRO also needs to develop and implement charging infrastructure to support electric bus operations and battery storage to allow METRO to avoid purchasing power from the grid at peak price times.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Total Annual passenger trips

Operating Cost/Hour

Farebox Recovery Ratio

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

For FY20, METRO projects 5,074,932 fixed-route and ParaCruz passenger trips based upon a FY18 actual ridership reduction by 0.84% in fixed-route and 4% reduction in ParaCruz passenger trips. The FY20 ParaCruz ridership estimate is 69,302 trips, 4% lower than the 72,209 actual trips carried in FY18. The FY20 ParaCruz ridership estimate is based upon current trends to adjust the previous year's actual ridership.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Yes, METRO's FY20 TDA/STA project conforms to these goals and targets in the *2040 RTP, Transportation Goals, Policies and Targets*:

Goal 1: Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers (Attachment 3, p. 1).

Targets:

1A. Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 47 percent by 2040 (Attachment 3, p. 1).

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020, and 5 percent by 2035 and 6 percent by 2040. (Attachment 3, p. 1).

1E. Increase the number of active transportation trips by 5 percent of total trips by 2020 and 1 by 20% of all trips by 2040. (Attachment 3, p. 2).

Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.

Targets:

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 47% by 2040.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

- Reduce congestion on local streets and roads by providing alternatives to the private automobile.
- Increase range of travel for bicycles by accommodating bikes on buses.
- Provide feeder service to intercity bus, rail and airline network at San Jose.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services may NOT apply toward the local match. METRO will contribute \$11,538,007 in farebox revenue together with sufficient advertising, rental and interest income to meet the 50% match for operating funds.*

What is the total project cost?

\$51,651,221 for FY20 operations and \$3,000,000 for capital improvements as published in the adopted *Santa Cruz Metropolitan Transit District FY20 & FY21 Preliminary Operating Budget and FY20 Preliminary Capital Budget*, Attachment A. Revenue sources for capital improvements (replacement buses) are \$389,797 FY20 STA transferred from operating budget; \$757,817 SGR capital; \$1,852,386 FY20 Measure D transferred from operating budget.

15. Is project fully funded? Yes.

16. What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?
Public transit operations; administration; capital improvements.

17. Preferred Method and Schedule for TDA fund distribution *(see RTC Rules and Regulations for details):*

SCMTD: Quarterly disbursement

18. TDA Eligibility:

	YES?/ NO ?
A. Has the project/program been approved by the claimant's governing body? Form of approval (e.g. resolution, work program, budget, other document) <u>On 3/22/19, the METRO Board adopted the FY20 & FY21 Preliminary Operating Budget for the purpose of submitting the TDA claim in the amounts requested with this claim.</u> If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding? (This Project is defined as FY20 operations.)	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes
D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	NA
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to	NA

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
 - METRO has proposed a new contract services with Cabrillo College, which will run for three school years (2018-2019 through 2020-21) and includes an option for two additional school years (2021-22 and 2022-23). In return, all Cabrillo students can ride METRO's local fixed-route service with no out-of-pocket costs, a significant incentive to increase countywide transit ridership. METRO has also renewed a contractual service with the University of California Santa Cruz to support transit operations serving their campuses
 - METRO is continuously fine-tuning the time of its route and considering route modification to improve efficiency.
 - METRO has received ten hybrid diesel-electric buses for the Highway 17 Express fleet, replacing 2003 CNG buses, which are beyond their useful life. The Gillig HybriDrive Series-E coaches run completely on diesel electric power, saving money and fuel. An on-board generator keeps the vehicle battery charged, eliminating any performance or range limitations. METRO has also received four articulated which will serve the UCSC and Coastal Science campus routes and replace 3 buses which have been being leased since January 2018, funded by UCSC and the City of Santa Cruz.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:
 - Purchase two electric buses to implement the FY16, FY17 and FY18 Low Carbon Transit Operations Program for expanded Watsonville service.
 - Develop electric charging infrastructure and battery storage plan for electric buses serving Watsonville area.
 - Refurbishing existing buses to extend their useful life.
 - Begin rebuilding service from the FY17 service restructuring.
 - Improve on-time performance.
 - Continue pursuit of discretionary grants in state and federal programs.
 - Deploy Automatic Vehicle Locators to provide real-time travel information to customers and improve vehicle dispatch response.

20. What is different from last year's program/claim?

- a. This year's TDA claim is greater than last year's amended claim, \$7,912,960 vs \$7,074,858.

21. Schedule of regular progress reports including an evaluation at the end of the year:

- SCMD – April each year

SDMTD & RTC Only

22. List the recommendations provided in your last Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has

not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.

- *Describe any problems encountered in implementing individual recommendations.*

1. **Santa Cruz METRO should prioritize the addition of on-board cameras.**

METRO has installed on-board cameras under a contract with Apollo Video, Inc. for approximately \$1 million.

2. **Santa Cruz METRO should prioritize technology investment to continuously track on-time performance.**

METRO has executed a contract with GMV Synchronatics for purchase and installation of an Automatic Vehicle Location system (AVL), which is funded in part with \$1,400,000 in the FY18 STIP. AVL system includes Real Time Passenger Mobile Applications and options such as Automated Passenger Counter (APC) systems to maximize operational efficiency and customer amenity. This system will be deployed in FY19. AVL will enable continuous collection of bus stop arrival and departure times to monitor and correct on-time performance problems.

3. **Santa Cruz METRO should strengthen its marketing program.**

METRO understands the need to “brand” its services and establish a continuous media presence to promote transit ridership. METRO has advertised a Marketing, Communications and Customer Service Director position to coordinate business development, marketing activities, branding and rebranding and act as Santa Cruz METRO’s primary media spokesperson. Currently, the Planning and Development Department is leading public outreach, some marketing and media presence with assistance from the Customer Service Department. During FY17, METRO used Yellow Bus advertising agency for outreach on the service change awareness campaign.

SCMTD Only

23. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

Note: Exemptions for calculating operating costs – spell out in your operating budget summary.

- *Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.*
- *The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator’s prior year costs as adjusted by the CPI are excluded from operating cost.*

The following table shows the project Urban vs. Rural Farebox recovery ratio for FY20. The allocation of fare revenue to rural service is calculated from the ratio of FY18 rural operating cost/total cost multiplied by the budgeted FY20 fare revenue. Urban revenue is the difference of FY20 budgeted revenue less the allocation to rural revenue. Costs are allocated by the FY18 ratio of rural operating hours/total operating hours times the FY20 budgeted total cost.

Farebox Recovery Ratio: Urban vs. Rural FY20 est.		
Funds	Urbanized	Rural¹
Fare Revenue	\$ 10,084,835	\$ 408,178
Local support Revenues ²	\$ 35,049,914	\$ 1,418,626
Operation Costs	49,641,989	2,009,232
Fare Ratio	20.3%	20.3%
Passengers/Year ³	4,917,161	88,469
Cost/Ride	\$ 10.10	\$ 22.71
Highway 17 performance factors included in all calculations		
¹ FY20 Preliminary Budget all Fares* FY18 rural fares/total fares		
² Support Revenue Allocated Rural/Urban by FY18 rural operating hours/total hours		
³ FY18 Actual Ridership less 0.84%		

The projected FY20 cost per ride in the urbanized area is \$10.10 and \$22.71 in the rural area. These differences reflect the much lower ridership per hour in the rural areas vs. the urban areas. Highway 17 Express performance measures are included in all calculations.

24. FY20 budgeted fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public):
- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 70.6%
 - FY1978-79 Ratio: 56.9%
25. Did the SCMTD operating budget increase over 15% from the prior fiscal year? NO, the FY20 preliminary operating budget shows an increase of 3.48% over the final FY19 budget.

If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).

26. Operating statistics (*compare current fiscal year to date to last three full fiscal years; *TDA required performance indicators*), submit items from the following list.

Please see METRO Performance Indicators FY14– FY18 Following

- *Annual passengers*
 - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride.*

For FY20, TDA funds will contribute an estimated \$2.11 per fixed-route passenger trip and \$16.12 per ParaCruz passenger trip.

- *Annual service hours*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Annual service miles*- Please see Transit Fact Sheet, attached
- *# of fixed-route miles*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service mile**- Please see Transit Fact Sheet, attached
- *Average passengers per weekday*
- *Total operating costs in budget*- Please see Transit Fact Sheet, attached
- *Operating cost per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Total operating cost per passenger**- Please see Transit Fact Sheet, attached
- *Average Farebox Revenue per passenger (describe what is included)*- Please see Transit Fact Sheet, attached
- *# of FTE employees (all employees, not just drivers)* Please see Transit Fact Sheet, attached
- *Vehicle Service hours/Employee**- Please see Transit Fact Sheet, attached
- *# of routes*- Please see Transit Fact Sheet, attached
- *Average route length*-
- *Average travel times/rider*
- *# of bus stops*- Please see Transit Fact Sheet, attached
- *# of vehicles in operation*- Please see Transit Fact Sheet, attached
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time*: Please see Transit Fact Sheet, attached
- *Hours of service*: Please see Transit Fact Sheet, attached
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*- Please see Transit Fact Sheet, attached.
METRO will continue to provide transit service that balances the needs of the community in a cost efficient manner, including high ridership corridors, geographic coverage, and equitability.
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

Santa Cruz METRO Operating Financials					
Operating Expenses	FY14	FY15	FY16	FY17 - Restated	FY18
Local Fixed-Route Expenses	\$ 35,141,997.76	\$ 35,413,642.35	\$ 36,313,495.00	\$ 35,789,455.00	\$ 36,986,119.00
Highway 17	\$ 4,197,527.33	\$ 4,198,933.00	\$ 4,898,213.00	\$ 4,415,938.00	\$ 4,673,012.00
Paratransit	\$ 5,446,728.91	\$ 5,515,933.65	\$ 5,495,018.00	\$ 4,904,633.00	\$ 5,020,672.00
TOTAL Operating Expenses*	\$44,786,254	\$ 45,128,509.00	\$ 46,706,726.00	\$ 45,110,026.00	\$ 46,679,803.00
Operating Revenue	FY14	FY15	FY16	FY17 - Restated	FY18
Fixed-Route Fares	\$ 3,850,237.00	\$ 3,759,724.00	\$ 3,641,890.00	\$ 2,849,064.00	\$ 2,631,707.00
Fares-Contracts	\$ 3,336,122.00	\$ 3,647,730.00	\$ 3,726,200.00	\$ 4,424,951.00	\$ 5,273,571.00
Highway 17 Fares	\$ 1,500,202.00	\$ 1,547,791.00	\$ 1,816,162.00	\$ 1,644,388.00	\$ 1,564,281.00
Highway 17 Payments	\$ 497,552.00	\$ 511,729.00	\$ 411,842.00	\$ 503,961.00	\$ 523,636.00
ParaCruz Fares	\$ 327,498.00	\$ 329,050.00	\$ 327,768.00	\$ 298,506.00	\$ 287,363.00
Sales Tax	\$ 15,685,172.00	\$ 16,405,582.00	\$ 18,871,648.00	\$ 20,869,028.00	\$ 24,889,095.00
Federal Transit Administration (FTA)	\$ 5,719,483.00	\$ 5,690,364.00	\$ 5,626,562.00	\$ 6,454,874.00	\$ 6,738,883.00
Transit Development Act (TDA)	\$ 6,244,316.00	\$ 6,444,515.00	\$ 6,377,491.00	\$ 6,804,838.00	\$ 6,767,933.00
State Transit Assistance (STA)	\$ 5,565,844.00	\$ 5,075,779.00	\$ 2,636,432.00	\$ 2,041,333.00	\$ 3,196,463.00
Misc. Revenue	\$ 982,986.00	\$ 1,207,514.00	\$ 1,593,273.00	\$ 903,922.00	\$ 1,081,108.00
Transfers From/(To) Reserves	\$ 1,076,842.00	\$ 508,731.00	\$ 1,677,458.00	\$ (1,684,839.00)	\$ (6,274,237.00)
TOTAL Operating Revenue	\$44,786,254	\$ 45,128,509.00	\$ 46,706,726.00	\$ 45,110,026.00	\$ 46,679,803.00
Santa Cruz METRO Operating Statistics					
System Information	FY14	FY15	FY16	FY17	FY18
Directional Route Miles	479.3	430.59	479	398.37	398.65
Number of Bus Stops	935	936	936	931	931
Number of Routes	35	36	35	25	26
Total Active Fleet	109	108	98	98	100
Maximum Bus In-Svc	78	83	82	75	76
Total METRO Employees	329	318	329	311	319
Revenue Hour Per Employee	680	709	687	671	651
Local Fixed-Route Performance	FY14	FY15	FY16	FY17	FY18
Ridership	5,145,862	5,274,631	5,164,160	4,787,727	4,758,093
Revenue Hours	199,953	201,462	202,112	186,066	184,384
Revenue Miles	2,639,606	2,642,511	2,650,889	2,283,490	2,255,120
Passengers Per Hour	25.74	26.18	25.55	25.73	25.81
Passengers Per Mile	1.95	2.00	1.95	2.10	2.11
Passengers Per Capita	21.69	22.23	21.77	20.18	20.06
Revenue Hours Per Capita	0.84	0.85	0.85	0.78	0.78
Revenue Miles Per Capita	11.13	11.14	11.17	9.63	9.51
Total Cost Per Passenger	\$6.83	\$6.71	\$7.03	\$7.48	\$7.77
Revenue Per Passenger	\$1.40	\$1.40	\$1.43	\$1.52	\$1.66
Farebox Recovery	20.45%	20.92%	20.29%	20.32%	21.37%
Highway 17 Performance	FY14	FY15	FY16	FY17	FY18
Ridership	368,338	379,181	336,809	303,667	290,419
Revenue Hours	23,902	23,893	24,021	22,731	23,296
Revenue Miles	685,566	683,260	686,891	611,805	603,288
Passengers Per Hour	15.41	15.87	14.02	13.36	12.47
Passengers Per Mile	0.54	0.55	0.49	0.50	0.48
Passengers Per Capita	1.55	1.60	1.42	1.28	1.22
Revenue Hours Per Capita	0.10	0.10	0.10	0.10	0.10
Revenue Miles Per Capita	2.89	2.88	2.90	2.58	2.54
Total Cost Per Passenger	\$11.40	\$11.07	\$14.54	\$14.54	\$16.09
Revenue Per Passenger	\$5.42	\$5.43	\$6.62	\$7.07	\$7.19
Farebox Recovery	47.59%**	49.05%**	37.08%	37.24%	33.47%
Fixed-Route Total Performance	FY14	FY15	FY16	FY17	FY18
Ridership	5,514,200	5,653,812	5,500,969	5,091,394	5,048,512
Revenue Hours	223,855	225,355	226,135	208,797	207,680
Revenue Miles	3,325,172	3,325,771	3,337,779	2,895,295	2,858,408
Passengers Per Hour	24.63	25.09	24.33	24.38	24.31
Passengers Per Mile	1.66	1.70	1.65	1.76	1.77
Passengers Per Capita	24.80	25.43	24.61	22.74	22.50
Revenue Hours Per Capita	1.04	1.05	1.05	0.98	0.97
Revenue Miles Per Capita	14.02	14.02	14.07	12.20	12.05
Total Cost Per Passenger	\$ 7.13	\$ 7.01	\$ 7.49	\$ 7.90	\$ 8.25
Revenue Per Passenger	\$ 1.67	\$ 1.67	\$ 1.74	\$ 1.85	\$ 1.98
Farebox Recovery	23.35%	23.90%	22.29%	22.18%	22.73%
Subsidy Per Passenger	\$ 5.47	\$ 5.33	\$ 5.75	\$ 6.05	\$ 6.27
Cost Per Revenue Hour	\$ 175.74	\$ 175.78	\$ 182.24	\$ 192.56	\$ 200.59
ParaCruz Performance	FY14	FY15	FY16	FY17	FY18
Ridership	96,868	98,096	85,768	75,116	72,209
Revenue Hours	48,714	48,995	44,918	39,474	38,779
Revenue Miles	481,345	531,250	488,017	456,208	451,985
Passengers Per Hour	1.99	2.00	1.91	1.90	1.86
Passengers Per Mile	0.20	0.18	0.18	0.16	0.16
Passengers Per Capita	0.41	0.41	0.36	0.32	0.30
Revenue Hours Per Capita	0.21	0.21	0.19	0.17	0.16
Revenue Miles Per Capita	2.03	2.24	2.06	1.92	1.91
Total Cost Per Passenger	\$ 56.23	\$ 56.23	\$ 64.07	\$ 65.29	\$ 69.53
Revenue Per Passenger	\$ 3.38	\$ 3.35	\$ 3.82	\$ 3.97	\$ 3.98
Farebox Recovery	6.01%	5.97%	5.96%	6.09%	5.72%
Subsidy Per Passenger	\$ 52.85	\$ 52.88	\$ 60.25	\$ 61.32	\$ 65.55
Cost Per Revenue Hour	\$ 111.81	\$ 112.58	\$ 122.33	\$ 124.25	\$ 129.47

* Expenses do not include year-end Depreciation, W/C IBNR, GASB 45 OPEB adjustments, or GASB 68 Pension adjustments

** Highway 17 Farebox Recovery including Highway 17 Payments

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 PRELIMINARY OPERATING BUDGET
REVENUE SOURCES**

REVENUE SOURCE		Jun-18 BUDGET FY19	Mar-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	\$ CHANGE BUDG FY19 BUDG FY20	Mar-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1	Passenger Fares	2,563,172	2,579,087	0.6%	15,915	2,527,506	-2.0%
2	Special Transit Fares	5,381,772	5,598,914	4.0%	217,142	5,714,004	2.1%
3	Paratransit Fares	291,566	291,566	0.0%	-	291,566	0.0%
4	Highway 17 Fares	1,475,275	1,487,489	0.8%	12,214	1,457,739	-2.0%
5	Highway 17 Payments	531,329	535,957	0.9%	4,628	540,724	0.9%
6	Commissions	2,500	2,500	0.0%	-	2,500	0.0%
7	Advertising Income	250,000	275,000	10.0%	25,000	250,000	-9.1%
8	Rent Income	147,405	150,000	1.8%	2,595	153,000	2.0%
9	Interest Income	90,000	100,000	11.1%	10,000	100,000	0.0%
10	Other Non-Transp Revenue	20,000	30,000	50.0%	10,000	30,000	0.0%
11	1979 Gross Sales Tax (1/2 cent)	21,747,344	22,617,238	4.0%	869,894	23,521,927	4.0%
12	2016 Net Sales Tax (Measure D)	3,229,124	3,358,289	4.0%	129,165	3,492,621	4.0%
13	Transp Dev Act (TDA - LTF) Funds	7,074,858	7,506,855	6.1%	431,997	7,732,061	3.0%
14*	FTA Sec 5307 - Op Assistance	4,412,091	4,508,716	2.2%	96,625	4,734,152	5.0%
15	FTA Sec 5311 - Rural Op Asst	174,321	178,139	2.2%	3,818	187,046	5.0%
16	AMBAG/Misc. Grant Funding	24,000	205,000	754.2%	181,000	5,000	-97.6%
17	STIC	2,424,031	2,752,352	13.5%	328,321	2,889,970	5.0%
18	TDA - STA - Operating (Includes SB1)	3,540,904	4,047,008	14.3%	506,104	4,084,117	0.9%
19	Fuel Tax Credit	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
20	Medicare Subsidy	550	550	0.0%	-	550	0.0%
					-		
TOTAL REVENUE		53,731,242	56,537,786	5.2%	2,806,543	58,007,609	2.6%
TRANSFERS		(3,735,883)	(4,886,575)	30.8%	(1,150,692)	(5,310,342)	8.7%
TOTAL OPERATING REVENUE		49,995,359	51,651,211	3.3%	1,655,852	52,697,267	2.0%

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 PRELIMINARY CAPITAL BUDGET
AS OF MARCH 22, 2019**

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND			OPERATING & CAPITAL RESERVE FUND	TOTAL
	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/BUS & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	\$3M PER YEAR (MEASURE D + SB1 STA&SGR)				
							STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)		
Construction Related Projects											
1 Pacific Station/Metro Center-Station Rehabilitation		\$ 1,551,333									\$ 1,551,333
Pacific Station/Metro Center-Roof & Window Replacement		\$ 350,000									\$ 350,000
Pacific Station/Metro Center-Conceptual Design / MOU	\$ 136,388						\$ 34,097				\$ 170,485
2 Transit Security Projects:											
Security Cameras Install-JKS Ops Bldg.			\$ 167,716							\$ 31,970	\$ 199,686
Emergency Generators - Equip.			\$ 184,800								\$ 184,800
Emergency Generators - Consultant			\$ 14,770								\$ 14,770
Subtotal	\$ 136,388	\$ 1,901,333	\$ 367,286	\$ -	\$ -	\$ -	\$ 34,097	\$ -	\$ -	\$ 31,970	\$ 2,471,074
IT Projects											
3 Financial System (includes \$50K Consulting)										\$ 800,000	\$ 800,000
4 Large Monitor Presentation System										\$ 4,200	\$ 4,200
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 804,200	\$ 804,200
Facilities Upgrades & Improvements											
5 Fuel Management System (FTA 5339a FY17)	\$ 180,000										\$ 180,000
6 Bus Stop Improvements (FTA 5339a FY18)	\$ 124,725										\$ 124,725
7 Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 100,000										\$ 100,000
8 138 Golf Club Fire Egress (FTA 5339a FY17)	\$ 97,523										\$ 97,523
9 Paint Exterior-Maint. Facility (FTA 5339a FY18)	\$ 60,000										\$ 60,000
10 Facilities Improvements (FTA 5339a FY18)	\$ 86,275						\$ -				\$ 86,275
11 Awning @ Fueling Station A&E only (FTA 5339a FY18)	\$ 25,000										\$ 25,000
12 Admin Bldg. Engineering & Renovations										\$ 20,000	\$ 20,000
13 Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	\$ 16,000										\$ 16,000
14 Concrete Surface Repair - Bus Yard (FTA 5339a FY18)	\$ 10,000										\$ 10,000
15 Relocate Mechanics Sink-Golf Club (FTA 5339a FY14)	\$ 7,638						\$ 1,910				\$ 9,548
16 Fencing Behind Diesel Tank (FTA 5339a FY18)	\$ 7,000										\$ 7,000
17 Upgrade Exhaust Evac.-Golf Club (FTA 5339a FY14)	\$ 6,400						\$ 1,600				\$ 8,000
Subtotal	\$ 720,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,510	\$ -	\$ -	\$ 20,000	\$ 744,071
Revenue Vehicle Purchases, Replacements & Campaigns											
18 Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	\$ 3,732,074	\$ 561,332								\$ 626,136	\$ 4,919,542
19 4 40' CNG Replacements (FTA 5339b FY17)	\$ 1,206,518							\$ 671,079	\$ 757,951		\$ 2,635,548
20 FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)				\$ 870,000		\$ 786,000			\$ 533,891		\$ 2,189,891
21 FY18 STIP - AVL/ITS (STIP, Measure D)				\$ 1,400,000					\$ 181,385		\$ 1,581,385
22 Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP)		\$ 357,216				\$ 709,292			\$ 28,437		\$ 1,094,945
23 FY18 STIP - Refurb 4 Buses @ ~ \$254K (STIP, Measure D)				\$ 900,000					\$ 116,605		\$ 1,016,605
24 VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics									\$ 1,000,000		\$ 1,000,000
25 Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP)						\$ 863,102			\$ 231,843		\$ 1,094,945
26 CNG Bus (1) - (STBG FY17 via SCCRTC)	\$ 500,000	\$ 70,000							\$ 88,887		\$ 658,887
27 CNG Bus (1) - (Caltrans FY13-FY17 5339 Statewide Discretionary)	\$ 456,957								\$ 201,932		\$ 658,889
28 Year 3 of 6 - Capitalized Lease - Principal Only - (3 New Flyer Buses) - (Measure D) Interest in Operating Budget \$32K									\$ 251,431		\$ 251,431
29 Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	\$ 132,191								\$ 33,048		\$ 165,239
30 Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	\$ 160,000										\$ 160,000
31 Bus Repaint Campaign (36) (FTA 5339a FY14)	\$ 82,247								\$ 20,562		\$ 102,809
32 Capitalized Lease - 3 New Flyer Buses-External Announcement System Programming Patch (Clever Devices) (Measure D)									\$ 28,500		\$ 28,500
33 Bus Repaints (3) was-Repair Roof at Pacific Station (FTA 5339a FY13)	\$ 11,042								\$ 2,760		\$ 13,802
Subtotal	\$ 6,281,029	\$ 988,548	\$ -	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ -	\$ 671,079	\$ 4,103,368	\$ -	\$ 17,572,418
Non-Revenue Vehicle Purchases & Replacements											
34 Replace Custodial Support Vehicles (2) (FTA5339a FY18)	\$ 30,000										\$ 30,000
Subtotal	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 PRELIMINARY CAPITAL BUDGET
AS OF MARCH 22, 2019**

PROJECT/ACTIVITY	RESTRICTED FEDERAL FUNDS	RESTRICTED PTMISEA (1B) + INT-PAC STATION/JKS/B US & BUS FAC.	RESTRICTED CAL-OES PROP 1B - TRANSIT SECURITY	RESTRICTED STIP	RESTRICTED LCTOP	RESTRICTED LPP	BUS REPLACEMENT FUND \$3M PER YEAR (MEASURE D + SB1 STA&SGR)			OPERATING & CAPITAL RESERVE FUND	TOTAL
							STA-SB1 (XFR FROM OPER BUDGET)	RESTRICTED STA-SGR (SB 1)	RESTRICTED MEASURE D (XFR FROM OPER BUDGET)		
Fleet & Maint Equipment											
35 Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	\$ 75,000										\$ 75,000
36 METRO Logo Signs for JKS Ops Bldg.										\$ 4,480	\$ 4,480
37 Floor Scrubbers for Maint. Shop (FTA 5339a FY18)	\$ 45,000										\$ 45,000
Subtotal	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,480	\$ 124,480
Office Equipment											
38 Business Copy Machine-Admin (Reserves)										\$ 22,945	\$ 22,945
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,945	\$ 22,945
Misc.											
39 TVM Pin Pad Bezel 8 Upgrade (6)										\$ 70,000	\$ 70,000
40 Ticket Vending Machine-SLV-Installation Costs + Misc							\$ 17,045			\$ 15,000	\$ 32,045
41 Misc. Emergency Capital Items \$1K to \$5K										\$ 10,000	\$ 10,000
42 Watsonville Transit Mural-(\$2,700 from Arts Council SC)										\$ 6,600	\$ 6,600
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,045	\$ -	\$ -	\$ 101,600	\$ 118,645
TOTAL CAPITAL PROJECTS	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833
CAPITAL PROGRAM FUNDING											
Federal Sources of Funds:											
Federal Grants (FTA)	\$ 6,787,978										\$ 6,787,978
Surface Transportation Block Grant (STBG)	\$ 500,000										\$ 500,000
State Sources of Funds:											
PTMISEA (1B)		\$ 2,889,881									\$ 2,889,881
Cal-OES Prop 1B Transit Security Grant Funds (CTSGP)			\$ 367,286								\$ 367,286
State Transportation Improvement Program (STIP)				\$ 3,170,000							\$ 3,170,000
Low Carbon Transit Operations Program (LCTOP)					\$ 1,572,394						\$ 1,572,394
Local Partnership Program (LPP)						\$ 786,000					\$ 786,000
Transfers from Operating Budget (STA-SB1)							\$ 54,652				\$ 54,652
STA-SGR (SB1)								\$ 671,079			\$ 671,079
Transfers from Operating Budget (Measure D)									\$ 4,103,368		\$ 4,103,368
Local Sources of Funds:											
Operating and Capital Reserve Fund										\$ 985,195	\$ 985,195
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833
Restricted Funds	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000		\$ 671,079	\$ 4,103,368		\$ 20,847,986
Unrestricted Funds							\$ 54,652			\$ 985,195	\$ 1,039,847
TOTAL CAPITAL FUNDING	\$ 7,287,978	\$ 2,889,881	\$ 367,286	\$ 3,170,000	\$ 1,572,394	\$ 786,000	\$ 54,652	\$ 671,079	\$ 4,103,368	\$ 985,195	\$ 21,887,833

**SAFETY COMPLIANCE REPORT/
TERMINAL RECORD UPDATE**

CHP 343 (Rev. 12-17) OPI 062

NEW TERMINAL INFORMATION <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	CA NUMBER 40366	FILE CODE NUMBER 51584	COUNTY CODE 44	BED
TERMINAL TYPE <input type="checkbox"/> Truck <input checked="" type="checkbox"/> Bus <input type="checkbox"/> Mod Limo	CODE B	OTHER PROGRAM(S)	LOCATION CODE 720	SUBAREA C44

CARRIER LEGAL NAME Santa Cruz Metropolitan Transit District	TERMINAL NAME (IF DIFFERENT)	TELEPHONE NUMBER (W/ AREA CODE) (831) 469-1954
--	------------------------------	---

TERMINAL STREET ADDRESS (NUMBER, STREET, CITY, ZIP CODE)

138 Golf Club Dr. Santa Cruz, CA 95060

MAILING ADDRESS (NUMBER, STREET, CITY, ZIP CODE) (IF DIFFERENT FROM ABOVE)

110 B Vernon St. Santa Cruz, CA 95060

INSPECTION LOCATION (NUMBER, STREET, CITY OR COUNTY)

138 Golf Club Dr. Santa Cruz

LICENSE, FLEET AND TERMINAL INFORMATION

HM LIC. NO.	HWT REG. NO.	IMS LIC. NO.	TRUCKS AND TYPES	TRAILERS AND TYPES	PASS VEH BY TYPE I 75 II	Mod Limo Limo	DRIVERS 164	BIT FLEET SIZE Powered
EXP. DATE	EXP. DATE	EXP. DATE	REG. CT.	HW VEH.	HW CONT.	PPB/CSAT <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		Towed
TERMINALS IDENTIFIED IN SECTION 34515(b) CVC <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			FILE CODE NUMBERS OF TERMINALS INCLUDED IN INSPECTION AS A RESULT OF SECTION 34515(b) CVC					

EMERGENCY CONTACTS (In Calling Order of Preference)

EMERGENCY CONTACT (NAME) Alex Clifford	DAY TELEPHONE NO. (W/ AREA CODE) (831) 426-6082	NIGHT TELEPHONE NO. (W/ AREA CODE) (831) 741-0351
EMERGENCY CONTACT (NAME) Shawn O'Donnell	DAY TELEPHONE NO. (W/ AREA CODE) (831) 426-2590	NIGHT TELEPHONE NO. (W/ AREA CODE) (831) 420-2590

ESTIMATED CALIFORNIA MILEAGE FOR THIS TERMINAL FOR LAST YEAR [2017]

A UNDER 15,000	B 15,001 — 50,000	C 50,001 — 100,000	D 100,001 — 500,000	E 500,001 — 1,000,000	F 1,000,001 — 2,000,000	G 2,000,001 — 5,000,000	H 5,000,001 — 10,000,000	I MORE THAN 10,000,000
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					

OPERATING AUTHORITIES OR PERMITS

PUC <input type="checkbox"/> T	<input type="checkbox"/> TCP <input type="checkbox"/> PSC	MOTOR CARRIER OF PROPERTY PERMIT ACTIVE <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	IMS FITNESS EVALUATION <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
USDOT 2807696	<input type="checkbox"/> MC <input type="checkbox"/> MX	<input type="checkbox"/> MC <input type="checkbox"/> MX	REASON FOR INSPECTION Annual Bus Terminal

INSPECTION FINDINGS		INSPECTION RATINGS: S = Satisfactory U = Unsatisfactory C = Conditional UR = Unrated N/A = Not Applicable					
REQUIREMENTS	VIOL	MAINTENANCE PROGRAM	DRIVER RECORDS	REG. EQUIPMENT	HAZARDOUS MATERIALS	TERMINAL	
MAINTENANCE PROGRAM		1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 S 2 S 3 S 4 S	1 N/A 2 3 4	1 S 2 S 3 S 4 S	
DRIVER RECORDS		No. 14 Time 9.0	No. 24 Time 7.0	No. 14 Time 14.0	TIME 0.0	TOTAL TIME 30.0	
DRIVER HOURS		HAZARDOUS MATERIALS <input checked="" type="checkbox"/> No H/M Transported <input type="checkbox"/> No H/M violations noted		CONTAINERS/TANKS No. 0 Time 0.0		VEHICLES PLACED OUT-OF-SERVICE Vehicles 1 Units	
BRAKES	1	REMARKS See attached report.					
LAMPS & SIGNALS	1						
CONNECTING DEVICES							
STEERING & SUSPENSION							
EQUIPMENT REQUIREMENTS	2						
CONTAINERS & TANKS							
HAZARDOUS MATERIALS							
INSPECTION TYPE	NON-BIT <input checked="" type="checkbox"/>	CPSS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	CHP 345 <input type="checkbox"/>	CHP 100D COL. 8	INSPECTION DATE(S) 8/1-8/2,8/7-8/8/2018	TIME IN 06:00	TIME OUT 07:00
INSPECTED BY (NAME(S)) B. Galipeaux					ID NUMBER(S) A15656	SUSPENSE DATE <input checked="" type="checkbox"/> Auto <input type="checkbox"/> None	

MOTOR CARRIER CERTIFICATION

I hereby certify that all violations described hereon and recorded on the attached pages (2 through 20), will be corrected in accordance with applicable provisions of the California Vehicle Code and the California Code of Regulations. I understand that I may request a review of an unsatisfactory rating by contacting the Motor Carrier Safety Unit Supervisor at (805) 549-3261 within 5 business days of the rating.

CURRENT TERMINAL RATING SATISFACTORY	CARRIER REPRESENTATIVE'S SIGNATURE Eddie E. Benson	DATE 08/09/2018
CARRIER REPRESENTATIVE'S PRINTED NAME Eddie E. Benson	TITLE Maintenance Manager	DRIVER LICENSE NUMBER STATE

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

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the City of Santa Cruz JUMP Bike Program.

BACKGROUND

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

DISCUSSION

Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC) have expressed concern about JUMP Bikes parked on sidewalks and other locations that obstruct pedestrian access. Santa Cruz Municipal Code section 10.68.050 outlines where you are allowed to park bicycles and other personal transportation device (PTD). If no bicycles racks are available within 50 feet, bicycles and PTDs may be locked on the sidewalk within 24 inches of the curb. This includes being able to lock to street signs and other similar assets. Bikes and PTDs may not be locked to street trees or others planted areas, and may not block the main traveled portion of the sidewalk. Bikes parked in a location that blocks access can be reported to **support@jumpbikes.com** or call 1 (833) 300-6106.

Individuals can report bicycle and pedestrian hazards using the RTC's bicycle and pedestrian hazard form. Under Section 3 of the hazard report, "Describe Hazard", users have the option of selecting "JUMP electric bikes". If selected, users are prompted with "Thank you for reporting a hazard relating to JUMP bikes. You can use this form, however the quickest way to address an issue is to contact JUMP directly at support@jumpbikes.com. Please include the location, a photo and if possible the bicycle ID in your report."

City of Santa Cruz staff will attend the November 5, 2019 E&D TAC meeting to provide information about the City of Santa Cruz Jump Bike Program. Monty Usage Statistics for July 2019 are included as [Attachment 1](#).

SUMMARY

The City of Santa Cruz has partnered with Jump Bikes to bring bike share to Santa Cruz. Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC) have expressed concern about JUMP Bikes parked on sidewalks and other locations that obstruct pedestrian access. Santa Cruz Municipal Code section 10.68.050 outlines where you are allowed to park bicycles and other personal transportation device (PTD).

Attachment 1: JUMP Bike Monthly Usage Statistics July 2019

I:\E&DTAC\2019\2019-November-05-SPECIAL MEETING\WordDocs\JumpBikes.docx

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request for Crosswalk Improvements

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee: Recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 FY 19/20 Transportation Development Act allocation claims for crosswalk improvements; and,

1. Recommend to the Regional Transportation Commission approval of the City's request to deduct from the City's fund balance \$49,746.59 that was over-allocated in FY 18/19.
-

BACKGROUND

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

DISCUSSION

The City of Santa Cruz submitted a letter ([Attachment 1](#)) and TDA Claim ([Attachment 2](#)) requesting \$150,000 in TDA funds for crosswalk improvements. The City's is proposing to improve 22 unsignalized crosswalks on Soquel Ave, Seabright Ave, North Branciforte Ave, King St, Bay St, Alta Ave, Bethany Curve, and East Cliff Dr. by adding crosswalk markings, signs, access ramps, streetlights, sidewalk bulb-outs, and rapid-flashing beacons, and Rectangular Rapid Flashing Beacons (RRFM). The \$150,000 in TDA funds would be combined with Highway Safety Improvement Program (HSIP) Cycle 8 Crossing Improvements I Funding in the amount of \$968,200 to fully fund the proposed crosswalk improvements

. Additionally, the City of Santa Cruz is requesting that an over-allocation of funds that occurred in FY 18/19 be remedied and \$49,746.59 be deducted from their balance.

HSIP has funding from the federal government and is administered through California's Local HSIP. [Attachment 3](#) shows the FY 18/19 City TDA funds account budget and payments/claims. While the budget for the fiscal year was \$344,042.82, a total of \$393,789.41 was allocated, resulting in an over-allocation of \$49,746.59 which must be remedied.

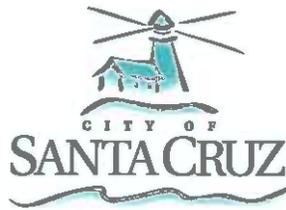
Staff recommends that the Elderly and Disabled Transportation Advisory Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA request in the amount of \$150,000 for crosswalk improvements and request to deduct over-allocated funds in the amount of \$49,746.59. The project is consistent with the City's Active Transportation Plan and the RTC's Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation for HSIP Cycle 8 Crossing Improvements Supplemental Funding (\$150,000). Additionally, the City of Santa Cruz is requesting that the FY 18/19 over-allocated amount of \$49,746.59 be deducted from the City allocated TDA fund balance. Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's allocation and deduction requests.

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter for FY 19/20
2. TDA Claim Form for HSIP Cycle 8 Crossing Improvements Supplemental Funding
3. RTC account balance for the City of Santa Cruz's TDA allocations in FY 18/19



PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

October 14, 2019

Mr. Guy Preston
Santa Cruz County Regional Transportation Commission (RTC)
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2019-20 TDA Article 8 Allocation Request

Dear Mr. Preston:

Please accept this letter as a FY 2019-2020 TDA Article 8 allocation request for the following projects:

HSIP Cycle 8 Crossing Improvements Supplemental Funding \$150,000

This project provides additional funding for the City's awarded Hazard Safety Improvement Program grant of \$968,200, in anticipation of construction cost increases. The project improves 22 non-signalized intersections throughout the city with new pedestrian crossing markings, signs, access ramps, streetlights, bulb-outs and Rectangular Rapid Flashing Beacons (RRFB) on Soquel, Seabright, North Branciforte, King, Bay, Alta, Bethany Curve and East Cliff.

In addition, there was an allocation in excess of available of \$49,746.59 that should be deducted from the fund balance.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City's Active Transportation Plan and the RTC's Regional Transportation Plan.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,

Christophe J. Schneiter
Assistant Public Works Director/City Engineer

Attachments: Claim Forms
cc: Transportation Manager (JB)
Finance Department (CF)

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

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: HSIP Cycle 8 Crossing Improvements (Supplemental Funding)
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,000
5. Fiscal Year (FY) for which funds are claimed: FY 2020
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager: _Chris Schneiter, Assistant Director/City Engineer
Telephone Number: 831-420-5422 E-mail: cschneiter@cityofsantacruz.com

Secondary Contact (in event primary not available): Nathan Nguyen, Associate Civil Engineer
Telephone Number: 831-420-5188 E-mail: nnguyen@cityofsantacruz.com

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. Benefit/Cost (B/C) analysis is the key factor for funding through HSIP. Applications submitted must have a minimum B/C ratio of 3.5 to be considered in the selection process.

9. Number of people to be served/anticipated number of users of project/program:

Citywide projects serve schools, school routes, commercial, and parks.

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The project improves 22 non-signalized intersections throughout the city with new pedestrian crossing markings, signs, access ramps, streetlights, bulb-outs and Rectangular Rapid Flashing Beacons (RRFB) on Soquel, Seabright, North Branciforte, King, Bay, Alta, Bethany Curve and East

Cliff.

- Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

Pedestrian crossing safety improvements

- Consistency and relationship with the 2040 Regional Transportation Plan (RTP) – please reference Project or Policy:

Project: SC-P125, Citywide Safe Routes to Schools; AC-P119, Soquel/Water (Branciforte to Morrissey) Crosswalks;
Plan Goals and Targets: 1A, 1C, 1Dii, 1F, 2B

- Measures of performance, success or completion to be used to evaluate project/program:

Proven crash reduction countermeasures will be constructed. Long term crash analysis conducted via Annual Traffic safety Report

- Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Minimal parking removal required for improving sightlines. Local approval processes, including notification and right to appeal, have already occurred.

- Project Cost/Budget, including other funding sources, and Schedule:

Capital Projects – OR ATTACH PROJECT BUDGET

Project Start Date: September 2019

	Planning	Environmental	Design/Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date /			Feb 2020		Dec 2020			
Total Cost/Phase			\$90,000		\$1,048,000			\$1,138,000
TDA Requested (this claim)			\$0		\$150,000			\$150,000
Prior TDA:			\$0		\$0			\$0
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

100% after completion

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A

Documentation to Include with Your Claim:

All Claims

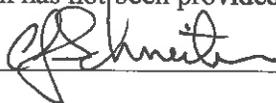
- A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects: Exempt

Local Agency Certification:

I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Amit Director, PW Date: 10/18/19

This TDA Claim Form has been prepared in accordance with the SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>).

\\10.10.10.11\shared\GRANTS\TDA\TDAClaimFormBikePed.doc

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Caltrans District 5 Active Transportation Plan

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on the Caltrans District 5 Active Transportation Plan.

BACKGROUND

Caltrans District 5 is seeking input on their District-level Active Transportation Plan, the first District-level plan in the state. Within District 5, Caltrans owns and maintains Routes 1, 9, 17, 129, 152, and 236. This Plan will establish a District 5-wide vision and goals for a safe active transportation network, including bicycling, walking and transit facilities, in coordination with its transportation partner agencies. Active transportation needs and existing network gaps that surface from data collection, community input, and existing active transportation efforts will inform priority bicycle and pedestrian improvements and recommendations in the district.

DISCUSSION

Caltrans District 5, which includes Santa Cruz County, is developing an Active Transportation Plan. The Caltrans District 5 Active Transportation Plan will evaluate bicycle and pedestrian facilities on state owned and maintained highways including Routes 1, 9, 17, 129, 152, and 236 in Santa Cruz County. Caltrans District 5 is inviting stakeholders and members of the public to provide input on the District 5 Transportation Plan, including identifying needs and gaps in the active transportation facilities. Caltrans will attend the November 5, 2019 meeting of the E&D TAC to provide more information about the plan's develop, including the next phase of outreach.

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on the Caltrans District 5 Active Transportation Plan.